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The China Mail

ESTABLISHED 1845

February 26, 1921, Temperature 64

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Humidity 59.

February 26, 1920, Temperature 56

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HONGKONG, SATURDAY, FEBRUARY 26, 1921.

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TO-DAY'S CABLES.

(Reader's Service to the China Mail)

BIG IRISH AMBUSH.

POLICE SUFFER HEAVY CASUALTIES IN FIERCE COMBAT.

WOUNDED ABANDONED.

LONDON, February 25.

What is unofficially described as the biggest ambush in Ireland up to the present occurred at Coolavogk near Macroom in mid-Co. Cork, entailing serious losses to the Government forces. It is reported that fourteen men were killed. Three hundred Sinn Feiners entrenched in the hills under cover of rocks attacked seventy auxiliary police in lorries commanded by Major Grant, who with three police, is reported to have been shot dead. After a fierce combat lasting hours, the police were apparently driven back. They eventually carried off some of their wounded but were compelled to leave ten men behind who were presumed to be dead. It is believed that the Sinn Feiners, who were not dislodged, suffered heavily. Strong Government reinforcements supported by an aeroplane, have proceeded to the spot.

MINE WAGES DEADLOCK.

DISPUTE OVER NATIONAL WAGE SYSTEM.

OUTLOOK GLOOMY.

LONDON, February 25.

Negotiations as regards the wage scheme between the miners and mine owners were resumed but adjourned without prospect of agreement. The miners' secretary, Mr. Frank Hodges, says that the outlook is very gloomy. It is understood that the deadlock has arisen over the national wage system and the unifying of the industry. The miners advocate national in contradistinction to district wages. The owners oppose pooling profits and assert that unification of wages would convert the industry from a trade into a charitable institution. The Miners' Executive will consider the situation next week.

MANDATE RIGHTS.

AMERICA AND THE LEAGUE OF NATIONS.

LONDON, February 25.

Although the League's reply to America's note has not yet been completed, the *Liberator* learns that the Council declares its preparedness to hear America's observation stated at the next session in May, meanwhile postponing decision. The Council of the League has decided to create a special temporary committee, including Labour, to examine the question of world-wide reduction in armaments.

AUSTRALIAN SEAMEN'S STRIKE ENDED.

MELBOURNE, February 25.

The seamen's strike has ended. The ships laid up will be recommissioned at the earliest moment.

PACIFIC NAVAL DEFENCE.

LONDON, February 25.

The meeting of the Commanders-in-Chief of the China, East Indies, and Australian Station to consider measures for the naval defence of the Pacific is to take place at Penang, not at Singapore, and will probably begin on March 8.

AMERICAN NAVAL CONSTRUCTION.

WASHINGTON, February 25.

President-elect Harding has notified the Senate that he desires adequate naval appropriations for continuance of the present building programme without material reductions.

In response to inquiries, Mr. Harding declared that he was in complete sympathy with the Senate naval committee in increasing the naval estimates voted by the House of Representatives.

OUR MIDDLE EAST AFFAIRS.

LONDON, February 25.

The Colonial Office takes over the affairs of the Middle East on March 1. A small department of fifteen experts is temporarily being formed to deal with Palestine, Mesopotamia, Aden, and other Arab areas within the British sphere of influence.

STARVING CHINA.

AMERICAN FARMERS' GENEROUS GIFT.

WASHINGTON, February 26.

The Senate has voted \$500,000 to defray the cost of transporting across the Pacific the grain presented by American farmers for the relief of starving China.

ANTI-TRUST LAW PROSECUTION.

INDIANAPOLIS, February 26.

The Federal grand jury has indicted 227 mine owners and miners charged under the Anti-Trust Law with conspiracy to restrain trade. The accused include a number of business men and labour representatives who were indicted for a similar offence last year.

CONSISTORY COURT SENTENCE.

LONDON, February 25.

Promulgated sentence by the Consistory Court deprives Archdeacon Wakeford of all promotion and emoluments relating to his office.

14,000 TON MOTOR SHIP.

"GLENAPP" DUE HERE.

INTERESTING VESSEL DESCRIBED.

The arrival of the Glen Line motor ship "Glenapp," which is due in the harbour to-morrow at daylight, will again draw local attention to the progress now being made in the construction of motor ships. A progress so steady that one firm alone can turn out a 14,000 ton vessel regularly every two or three months, equipped with machinery of 6,400 h.p. A ship carrying this amount of cargo is a very big vessel indeed, and there is probably not more than 6 per cent. of the tonnage afloat represented by craft of larger size. In other words, the Diesel engine, as it now stands, can cater for at least 95 per cent. of the world's shipping.

The motor ship "Glenapp," the second of six similar vessels forming part of the Glen Line motor ship programme, was completed in December.

The "Glenapp" and the "Glenogle," which also called at Hongkong (the first ships of the class) are the largest motor craft afloat, except the "Zoppot." The following details of dimensions and other particulars of the "Glenapp" are given in the *Motor Ship* for January—

Length overall, 502 ft.; beam moulded, 62 ft. 3 ins.; gross registered tonnage, 9,150 tons; deadweight capacity, 14,000 tons; speed loaded, 12½ knots; machinery installation, 6,400 h.p.; fuel consumption, 18-20 tons per day.

It will be remembered that "Glenapp" was the name given to a motor ship built during the war by Harland and Wolff, originally intended for the East Asiatic Co., but taken over by the British Government and run by the Glen Line. She was largely used for transporting troops from America to France. The "Glenapp" was handed back to the East Asiatic Co., sold to the Elder Dempster Co., and is now being converted to a passenger liner for the Liverpool West Coast trade, having been renamed the "Aba." The new vessel for the Glen Line has, therefore, been given the old name.

The "Glenapp" is identical in all respects with "Glenogle," which was fully described in the *China Mail* so that a further technical description need not be given. It may be mentioned, however, that each of the eight-cylinder engines in the "Glenogle" develops 3,200 h.p. and has cylinders 740 mm. diameter and 1,150 mm. stroke, the full power being developed at 115 r.p.m. The auxiliary machinery is wholly electrically operated, and there are four 100 kw. electric generating sets supplying power for the purpose. The main engines drive their own compressors for injection air, and two auxiliary air compressors are coupled to electric motors of 150 h.p. each, these being put into operation when manoeuvring is required. The winches are electrically operated, the steering gear is of the electrical type, and a donkey boiler is installed for heating purposes and one or two auxiliary services. This is of the Cochran type.

It will be remembered that in the last motor ship turned out by Harland and Wolff the electric system of reversing was employed. This has not been used on the "Glenapp" or any of the Glen liners, as the air reverse is still the standard method. The fuel consumption of the "Glenapp," based upon results achieved from the "Glenogle," will be in the neighbourhood of 18-20 tons per day, against about 45 tons of oil fuel on a corresponding oil-fired steamer, or 75-80 tons of coal on a steamer fitted with coal-fired boilers. It is only necessary to say that on the Eastern run, on which the "Glenapp" will be placed, the average price of Welsh coal is considerably more than half the cost of Diesel engine fuel to indicate what very large savings will be effected by this vessel.

The "Glenapp" which is classed 100 A1 at Lloyd's, has three complete decks, and is fitted with poop, bridge, and forecastle. There are eight watertight bulkheads, and the double bottom and space between the tunnels are fitted for the carriage of oil fuel. The steering gear, windlass, and the 16 cargo winches are all electrically driven, and there are 36 cargo derricks suitable for dealing with weights up to 7 tons, also two derricks for dealing with weights up to 40 tons. There are six cargo holds, one of which can be used as a deep-water ballast tank. In addition to the accommodation for officers, engineers and crew, there is first class accommodation for 12 passengers, which includes a large saloon, smoking room, bathrooms, &c., and the vessel is fitted with wireless telegraphy. The "Glenapp" is intended for the Eastern trade of the Glen Line, and it is confidently anticipated she will maintain the very favourable impression already made by the motor ships of this well known line.

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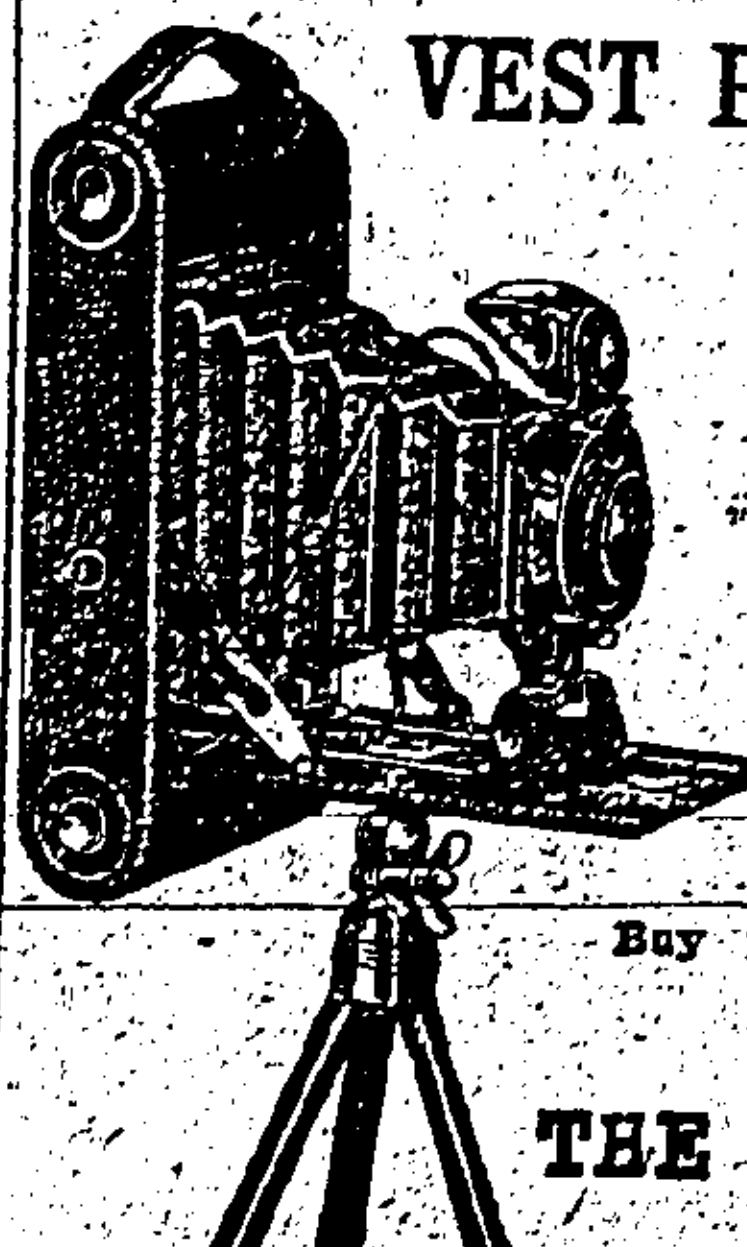
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A Quantity of

Valuable Household Furniture,
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sideboards, dinner wicker, ice chest,
cutlery, electro-plated & glassware,
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Also

1 Indian Motor Cycle, with side car,
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My dear Children,

I have written such a long story

about fairy shops that I have had to

divide it up into two parts, so look

for the rest of it in next week's

Corner.

Your loving,

PETER PAN.

ANSWERS TO CORRESPONDENTS.

Arthur White. I was glad to have

your nice long letter and to hear

that you liked your prize, and I am

pleased too to hear that you will

write often.

FAIRY SHOPS.

"Half a pound of ginger jam

please," said a small voice by Billy's

ear.

Billy, who had been lying on the

grass nearly asleep, jumped up and

cried out, "What do you want?

Who are you? and where are you

anyway?"

Hughes & Hough AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Rent's
A. & A. 4th & 5th Editions.
A. 1 Telegraphic Code.
Telegraphic Address
"HUGHES & HOUGH"
HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions from FRANK GARRIN, Esq., to sell by Public Auction,

MONDAY,

February 28, 1921, commencing at 2.15 p.m., at "Dunottar," No. 81, The Peak.

THE Valuable Household Furniture, etc., etc., therein contained.

As follows:—
DRAWING ROOM—Arm-chairs and Chesterfield (Lane Crawford make), Korean and Japanese Cabinets, Silver-plated Blackwood Writing Table, Chairs, Card Table, Stands, etc., Old Bronze Figures, Curios, Paintings, etc., Armchair Carpet 18 by 15, Serge and Lace Curtains.

DINING ROOM—Fumed Teak mirror back Sideboard, Dinner Wagon, "Side Table and Chairs (Lane Crawford make), Cutlery, Plate, Glass Ware, Dinner and Tea Services, Dessert Services, "Limoges," etc., etc.

BED ROOMS—Fumed Teak Bed Room Suite (Twin Beds) Lane Crawford make, Toilet Sets, Bed Linen, etc., Bath Room Utensils (Porcelain Lavatory Basin), Kitchen Utensils.

Also
Lawn Bowls, Mowers and Mowing Machine, Telescope and Stand by Callaghan & Co., London. Barograph, B.S.A. Air Rifle and Pistol, and one Mauser Automatic Pistol.

(Full Particulars from Catalogue).
On view Sunday, the 27th inst.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 12, 1921.

G. R.

THE Undersigned have received instructions to sell by Public Auction,

TUESDAY, WEDNESDAY

AND
THURSDAY,
the 1st, 2nd and 3rd March, 1921, at H. M. NAVAL YARD, Hongkong, and at KOWLOON NAVAL DEPOT, commencing each day at 9.30 a.m., with an interval from 12 noon to 1.30 p.m.

OLD AND SURPLUS

NAVAL STORES, etc., etc.
Comprising:—
Life Boats, Dingies, Whalers, Shanghai Baths, Electrical Fittings, Cooking Stoves, Ships' Fittings, Iron Bed Mattresses and Fittings, Ice Chests, Steel Tanks, Life Rafts, Life Belts, Motors, Carpets, Rugs, Mats, Sheets, Table Covers, Steel Wire Ropes, Blankets, Compresses, Electric Cables, Canvas Hoses, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Iron, Brass, Gun Metal and Steel, Coal Sacks, Firewood, Iron Blocks, Lamps, Searchlights, Two large Cylindrical Boilers (working pressure 70 lbs.) Air Compressing Engine, etc., etc.
Lots may be inspected on Monday, the 28th February, 1921.
Terms of Sale:—As detailed on Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, February 19, 1921.

G. R.

THE Undersigned have received instructions to sell by Public Auction,

TUESDAY,

March 8, 1921, at 9.30 a.m., at THE NAVAL DEPOT, Kowloon.

OLD AND SURPLUS

VICTUALLING STORES, etc., etc.
Comprising:—
Blankets, Electro Plate, Copper Pans, Hardware, Soap, Mess Gear, Table Linen, etc., Serge, Remnants, Provisions, etc., etc.

Terms of Sale:—As detailed on Catalogue.
On view Monday, 7th March.
HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, February 21, 1921.

G. R.

WANT ADVERTISEMENTS

25 WORDS & INSERTIONS, 11. PREPAID.
Each additional word 4 Cents for 2 insertions.

LOST.

LOST in Kowloon, FOX TERRIER PUP about 1 month old, brown head. If found, please communicate with 36 Haue Road, Kowloon. Reward.

FOR SALE.

FOR SALE—A MODERN BUNGALOW, standing in own Grounds. Beautiful View, Large Drawing Room, 2 Bed Rooms, Dressing Room, 2 Bathrooms, Enclosed Verandah, Hall, Sitting Room, Commodious Servant's Quarters, Kitchen, Garden, Tennis Court, Electric Light throughout. Gas Installation. For further particulars, apply Box 1262, c/o "CHINA MAIL."

TO LET.

ROOMS TO LET with or without board, opposite Bay View Police Station, Hot and Cold Baths. Every comfort. Terms moderate. Personal supervision. Apply Box 1266, c/o "CHINA MAIL."

TO LET.

TO LET—IMMEDIATE OCCUPATION—A FEW THREE ROOMED EUROPEAN FLATS IN ORIENT BUILDINGS, CORONATION ROAD, KOWLOON. MODERATE RENTAL. Apply J. C. C. CLARK, Architect and Surveyor, 14, Queen's Road, Central.

Ponies! Ponies! Ponies!

PUBLIC ROUP.

THE Undersigned have received instructions to sell by Public Roup on

FRIDAY,

March 4, 1921, at 3 p.m., at the Jockey Club Stables.

A large number of well-known Race Ponies. (Full Particulars from Catalogue).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 22, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

ON

SATURDAY,

March 5, 1921, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A Consignment of **WOLLEN GOODS.**
Comprising:—
Shirts, Pyjamas, Half-Hose, Golf Hose, Sweaters, and Sweater Coats.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 24, 1921.

(For account of the concerned) on

WEDNESDAY,

March 9, 1921, at 10.30 a.m., at No. 6 Morrison Hill.

A Quantity of **Valuable Household Furniture,** etc., etc.

(Full Particulars from Catalogue).
On view day of sale.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 24, 1921.

(For account of the concerned) on

WEDNESDAY,

March 9, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

AN ASSORTMENT OF **Household Linens, etc.,** comprising:—
Flannel Cases, Fine quality Blankets, White Satin Quilts, Bed Valances, Damask Table Cloths, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Drawwork Bedspreads, Table Covers, Crochet and Drawwork Dollies, Linen Damask Serviettes, etc., etc.

Also
A few lots of **Belted Valises and Suit Cases.**
And
Three Pairs **Binooculars, etc.**
(Full Particulars from Catalogue).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 23, 1921.

FOR SALE.

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

2 8-Cyl. Cadillac's 7 Seater Cars in sound running condition. Coach work and electrical equipment in excellent condition.

2 8-Cyl. Buick 5 seater in sound running condition 4-in. tyres nearly new. A good line car.

1 4-Cyl. Buick 2 seater good running order. Coachwork and electrical equipment in sound condition.

Not reconstructed cars but direct off the road. Can be seen any time by appointment and full particulars on applying to the undersigned.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 24, 1921.

FOR SALE.

At their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street Situate at Broadwood Road, Hongkong.

Substantially built 5-roomed Bungalow with usual outbuildings and garden. Recently painted and colourwashed throughout.

Particulars from the undersigned.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 21, 1921.

FOR SALE.

Several lots Tennis Balls, One 12-Bore Sporting Gun with Case and One Auto Pistol with Balls, etc.
(Full Particulars from Catalogue).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 21, 1921.

PUBLIC AUCTIONS.

G. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on **MONDAY, the 28th day of February, 1921, at 3 p.m.,** at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Kowloon in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of the Lot	Locality	Boundary Measurements	Contents in Acres	Contents in Square Feet	Value
1	At the corner of the intersection of the Victoria Road and the Canton Road, Kowloon.	As per plan.	1.2	33,000	2,400

As per plan.

As per plan.

As per plan.

As per plan.

As per plan.

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As per plan.

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As per plan.

As per plan.

As per plan.

INTIMATIONS.

THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chester Road, Victoria, on **THURSDAY, the 3rd March, 1921, at 11 o'clock a.m.** for the purpose of receiving a Statement of Accounts and the report of the General Managers for the year ending 31st December 1920, and electing a Consulting Committee and Auditor.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from **SATURDAY, the 26th February, 1921 to THURSDAY, the 3rd March 1921, both days inclusive.**

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, February 18, 1921.

WANTED.

DESIGN AND CONSTRUCTION OF **YELLOW RIVER BRIDGE** FOR **PEKING-HANKOW RAILWAY.**

THE **PEKING-HANKOW LINE** OF THE **CHINESE GOVERNMENT RAILWAYS** invites sealed proposals for bridge contractors for designing and building a new steel bridge about 2,800 meters in length across the Yellow River (Hwang-Ho). Proposals will be received up to noon of **June 30th, 1921, at the office of Peking-Hankow Railway, Peking, China,** plans, rules and specifications can be obtained from the following offices:

Peking: Peking-Hankow Railway, American, British, Belgian, French, Italian, and Japanese Legations.

Foreign: Chinese Legations, Washington, London, Brussels, Paris, Rome and Tokyo.

All applications for same must be accompanied with pounds 6 for foreign countries and with dollars 30 for Peking.

PEKING-HANKOW RAILWAY ADMINISTRATION.

ROSE'S



LIME JUICE

Prepared solely from pure Lime Juice and the finest refined sugar.

THE STANDARD FOR PURITY AND EXCELLENCE.

Insist on having **ROSE'S.**

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

FIFTH TEST MATCH.

SYDNEY, February 25th. In the fifth test match, England made 204 in the first innings, Woolley contributing 53.

Kellaway took 4 wickets for 27 and Gregory 3 for 21.

Australia has compiled 70 runs for 2 wickets in the first innings.

POLICEMEN'S NIGHT OUT.

NEW YORK, February 25th. New York papers severely comment on the police lieutenant's benevolent fund annual dinner at which there was an abundance of whisky, and the speakers were insoluble owing to a disturbance.

One policeman, who was present, was arrested on a charge of being drunk and disorderly. Many guests brought supplies of liquor in suit cases.

BUILDING TRADE SENSATION.

NEW YORK, February 25th. The lawyer Mr. John T. Hickey, alleged to be the author of the code of practice for the plumbing trade, written with the object of preventing competition in bidding, for contracts—has been convicted on a charge of coercion and conspiracy with three co-defendants. Sentences from six to three months in the penitentiary have been imposed. This is the sequel to the Brindell ("King of the Building Trade") prosecution.

MR. HOOVER ENTERS CABINET.

NEW YORK, February 25th. Mr. Hoover has accepted the portfolio of Secretary of Commerce, but will continue as Director-General of the Allied Relief Administration.

ANGLO-JAPANESE RELATIONS.

LONDON, February 25th. The *Daily Mail* declares that a complete revision of the Anglo-Japanese relations will be undertaken shortly, in consultation with the Dominions.

MEDICAL EXPEDITION.

LONDON, February 25th. C. U. Lee, a Chinese doctor, is participating in the expedition, headed by Professor Leiper, to the West Indies with the object of investigating the cause of elephantiasis.

IRISH MURDERS.

LONDON, February 25th. Further cold-blooded murders of "the police and soldiers are reported from Ireland.

General Macready, the Commander-in-Chief, has issued an order appealing to the troops to maintain discipline "even in the face of provocation such as would not be indulged in by the wildest savages of Central Africa." He says that, undoubtedly, the crimes are a deliberate attempt to tempt the troops to break discipline and so assist the scurrilous campaign of propaganda on which the rebel leaders rely for sympathy.

THE NEW WORLD!

WAR AND THE PEACE.

HOW THEY HAVE BEEN WON.

According to the *Morning Post*, the following letter has been sent to a banker in explanation of why the writer "could not reduce his overdraft:—

"I have been held up, held down and bagged, walked on, sat upon, flattened out, and squeezed. First by our Income Tax, the Super Tax, the Excess Profits Tax, War Loans, War Bonds, War Savings Certificates, the Automobile Tax, and by every Society and Organisation that the inventive mind of man has conceived to extract what I may or may not have in my possession. Next by the Red Cross, Y.M.C.A. and Y.W.C.A., the Salvation Army, the Belgian Relief, the Austrian Relief, the Black Cross, and the Double Cross, and every Hospital in the town and country. The Government has governed my business so that I don't know who owns it, I am inspected, suspected, examined and re-examined, informed, required and commanded, so that I don't know who I am, where I am, or why I am here at all. All that I am aware of is that I am supposed to be an inexhaustible source of money for every known need, desire, or hope of the human race; and because I will not sell all I have, and go out and beg, borrow, or steal money to give away, I am cursed, discussed, boycotted, talked to, talked about, lied to, lied about, held up, hung up, robbed, and near ruined, and the only reason why I am clinging to life now is to see what the hell happens next."

TRY THEM TO-NIGHT.

Once you have used Pinkettes, the tiny gentle-as-a-tune laxative, you will never go back to Salts, Oil, or drastic purgative pills.

PINKETTES

diaper constipation and thus cure biliousness, liver, sick headache, coated tongue, foul smelling breath; they clear the skin of eruptions, or rest free at 60 cents the trial, from Dr. Williams' Medicine Co., 98 Bechen Road, Shanghai.



Why Suffer Pain?

SLOAN'S Liniment will soothe and give you instant relief. For 40 years it has been fulfilling this mission and will not fail you.

People of all nations are testifying and proclaiming it to be the greatest remedy.

Let it help drive away your rheumatism, neuralgia, back, your sore back, your stiff muscles and stiff joints.

It works like magic and penetrates right to the seat of trouble. Give it a trial and keep it handy. For sale in all drug stores and dealers.

SLOAN'S LINIMENT

SOLE AGENTS:
MULLER & PHIPPS (ASIA) LTD.,
HONGKONG.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

January 26th, 1921.

Butcher Meat.

Seef Steinhorn, -Mal Lung Pa ... lb. 19

Prime Out ... lb. 21

Corned, -Ham Ngau Yuk ... lb. 20

Roast, -Shin ... lb. 19

Roast, -Ngau Nam ... lb. 16

Roast, -Toog Yuk ... lb. 16

Roast, -Ngau Yuk Pa ... lb. 19

Roast, -Ngau Nam ... lb. 23

Roast, -Ngau Cheung ... lb. 23

Roast, -Ngau Nam ... lb. 23

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Roast, -Ngau Nam ... lb. 23

Roast,

SPARKLING MINERAL WATER.

Pyeris

An exact production of the water of a famous European Spa—Blends perfectly with Wines and Spirits—especially Whisky.

"A little learning is a dangerous thing. Drink deep, or touch not the Pyrean Spring. There, shallow draughts intoxicate the brain, and drinking deeper sobers us again."

Port.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Powell Ltd.
TELEPHONE 346

A LARGE SELECTION
OF
AFTERNOON SHOES

EXCELLENT STYLES
AND
WORKMANSHIP.

CAR OWNERS.

Prolong the life of your Car by keeping it in condition. Inspection monthly by an Expert Motor Engineer will cut your Repair Bill down and save you Expense, Time, Trouble and Annoyance.

For particulars apply to

E. MOW FUNG,

F. W. D. Automotive Service Department,
60, Des Voeux Road Central.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, SATURDAY, FEB. 26, 1921.

ADVERSARIA.

The allegation is that when certain persons are arrested and charged and tried (with all the pomp and circumstance of our Courts) and acquitted, they are promptly re-arrested, probably ill-treated, and banished after merely departmental and private formalities have been gone through. I am asked for my opinion. From what I've seen, I think it very likely. This is how the police regard it. "Here," they say, "is a dangerous person, a thorough bad lot, whom we caught after a lot of trouble. They are hard to catch, these bad uns, and it isn't easy to get a conviction. There is so much red tape. We know he is guilty, but they let him off. This, as you see, is a very natural point of view. It certainly makes the police into the last judges, which is wrong; but if they are, as some think, better judges than the judges—why, there you are. There are lots of irregularities here just as bad, which I have pointed out and protested against, and got no backing. Why should I support you when you didn't support me? Fight your own blooming battles."

Alice Meynell in *Squire's Mercury* for January has some verses on "The English Metres" that are very ingenious. Here are the first five:

The rooted liberty of flowers in breeze
Is theirs, by national luck im-
pulsive, terse,
Tethered, uncaptured, rules
obeyed "at ease,"
Time strengthened laws of
verse.

Or they are like our seasons that admit
Inflection, not infraction: Autumn, hoar,
Winter more tender than our
thoughts of it.
But a year's steadfast four;
Redundant syllables of summer
rain,
And displaced accents of authen-
tic Spring;
Spondaic clouds above a gusty
plain
With dactyls on the wing.

Not Common Law, but Equity, is theirs—
Our metres: play and agile foot-
ascanse,
And distant, beckoning, blithely
rhyming pairs,
Unknown to classic France;
Unknown to Italy. "Ay, count,
collate,
Latin! with eye foreseeing on
the time,
And numbered fingers, and ap-
proaching feet,
In the appropriate rhyme.

Are you down-
constitutional hearted? Are
you in mourn-
ing for Consti-
tutional Reform, that child of
pride and fond hope? I would
cheer you up if I could, and coax
you to look on the bright side. It
would have been a child very dif-
ficult to rear. Dropping metaphor
it was a problem that put forth
fresh and harder problems, the
further it advanced. You are now
quilt of them all, and need both
your dear fat head no more. Our
rulers have wiped it off the slate,
and it is up to us to make the best

of what we have. After all, I don't believe you care very much. You haven't backed up Holyoak and Cartwright as if you did, and it was for you they were working and fighting. If they carry on working and fighting for you, as I fancy they may, what are you going to do about it? The interests against them, and against you, work underground and powerfully. If you really care, you must show it. As for me, I know when I've had enough. You may be bureaucratic slaves to the end of the chapter, but they can't touch me—I've got my fingers crossed.

Observe the newspaper story which tells how golf becomes the arbiter of women's fashion. Young women order tailor-made tweed skirt, of a width not to allow more than a pace of 22 in. Her golf pro. had told her she kept her feet too wide apart when driving! Silly story, or a silly girl. There's a lot of walking in golf, and a hobble skirt would be tiresome. If all she wanted was a measured stance in driving, a strap round the ankles, removable at other times, would have served her purpose. I say strap round her ankles, because I do not associate this story in any way with the chain worn by the young lady in Flaubert's "Salammbo."

The short stories of Anton Tchekhov are like scraps of the chopping block of Life. The butcher, from his meat-shop, just translated, and presently to be published, these two bits come:

"They celebrated the birthday of an honest man. Took the opportunity to show off and praise one another. Only towards the end of the dinner they suddenly discovered that the man had not been invited; they had forgotten."

Solomon (sings): Oh, how dark is life! No night, when I was a child, so terrified me by its darkness as does my invisible existence. Lord, to David my father thou gavest only the gift of harmonising words and sounds, to sing and praise thee on strings, to lament sweetly, to make people weep or admire beauty; but why hast thou given me a meditative, sleepless, hungry mind? Like an insect born of the dust, I hide in darkness; and in fear and despair, all shivering and shivering, I see and hear in everything an invisible mystery. Why this morning? Why does the sun come out from behind the temple and gild the palm tree? Why the beauty of women? Where does the bird hurry, what is the meaning of its flight, if it and its young and the place to which it hastens will, like myself, turn to dust? It were better I had never been born. In order to tire out my body by nightfall, all day yesterday, like a mere workman, I carried marble to the temple; but now the night has come and I cannot sleep. I'll go and lie down. Phosores told me that if one imagines a flock of sheep running and fixes one's attention upon it the mind gets confused and one falls asleep. I'll do it."

Capt. Francis McCullagh makes a curious slip in writing from Riga about a custom that has sprung up whereby Russian ladies marry foreigners in order to get out of the country. A young ex-officer friend of his saw an advt. by a lady with a large dowry wishing to marry a young Englishman. "He made enquiries, but having found that the lady wanted the marriage to be merely nominal, and having a fiancée awaiting him in Belfast, he took no further steps." That way of putting it gives one the impression that if everything else had been satisfactory, the Belfast lady would still be waiting.

Lady Selborne thinks the objection to girls taking work is for "pin money" is thoughtless. It is not. Lady Selborne may be right in thinking that a woman who is already supported by father or husband, and who prefers to work rather than be idle, is a good citizen; but she misses the whole point. The objection is that these females who compete in the wage market under no stress of necessity can and do lower wages, by accepting less pay than is necessary to keep a worker who must maintain herself.

Someone in Waverly, ROGZALZ, Va., has sent me a booklet about the new world language, "Ro," which is described as the a priori language. A sample "rogzal" or sentence runs thus: "Uf ac el ab in at selab rufic id abz," which means "If you are with us in the hope to make Ro the international language of the world, write to us." The answer is in the negative.

"We are not amused," coldly moved, and severely vic-torized, served Queen Victoria, when snubbing a courier. A Bremen chaplain sends us a complaint of the ill-treatment of German prisoners of war still in

France. It is not our fault that German conduct in the war com-pels us to confess that we are not moved.

A correspondent asks me when the Band of the Wilts Regiment is going to have a new tune to play on Sunday mornings on the Parade Ground. She says she is growing weary of the same tune month in and month out. I can understand how she feels about it, and if the Bandmaster is as willing to please a lady as I am, he will switch to-morrow into something less monotonous. A man of the Wilts cannot be a man who won't.

Where anxiety is, the least grain of comfort is appropriate.

And there has certainly been anxiety about the piece goods trade.

I learn from one who is in it that since China New Year the outlook has brightened. Hongkong mer-chants are making clearances that until they hung fire, and provided we have peace in South China, the tone of the market indicates early improvement. Up country stores are not glutted with stocks, so that while last spring's turn-over is not looked for, there is a real prospect of worth while business. That's good.

I have spent a good many happy hours lately making a one-string cello out of a cigar box (or rather, several cigar boxes) experimenting until I got to the stage of picking out Tosti's "Goodbye," "The Ro-sary," etc., and Esau had ceased to howl his protest (he has a bet-ter ear than mine). I felt the crea-tive joy and complacency. I showed the thing to a friend who dropped in for a look. He said: "Is your piano in tune?" I replied: "It was tuned by Andersons not long ago."

Then I think I could manage to play your accompani-ments. We might have a musical evening. I asked him if he had done well at the races. I had to change the conversation, for I saw that he meant to be kind, and that he possibly made him under-stand. He is probably a musician. I'm not. I bathe musicians. They fuss and fret over semitones. When I am making happy noises, for my own enjoyment, semitones are nothing to me. Musicians think I should play the tempo as directed by the composer. I don't. I go as I please. The chords of the dead march, played in rag-time, please me. It shocks the musi-cian. Well, let musicians keep out of my way. My way is to enjoy myself, and for that I make my own rules.

Several people have cash grumbled to me this week about the Race Club deducting 20 per cent. commission from the cash sweeps. They say that is a bigger deduction than was made even for War Charities. I have no patience with such grumblers. They are not forced to buy. If they really mean what they say, why do they buy? If they stopped buying, the Race Club would be the worse, and probably reduce its rake-off chop-chop. As it was, such crowds were rushing to gamble, to invest, that they got in each other's way, and complained of the slowness of the clerks.

Also one of the trees in Statue Square has a flower on it, and the bees are busy in the flower market.

The story as told to me on the street yesterday. A certain man bought what he thought was a ticket for the Derby. After the race he discovered that it was the winning number. He presented it, and the Clerk told him it was for the Champions, not yet run. How's that for chagrin?

As you are all pony mad this week, I'm not bothering to write much. As an experienced lecturer, I curtail my delivery to an inattentive audience. It means that I'll get less money this week, but as I saved a lot by not betting, I reckon I can afford it. Esau agrees with me about this. He says he would rather be out in the fields this fine weather than indoors watching me write. He knows of a most fascinating rat hole on the new road.

Truth, pretending to argue in defence of Winston Churchill's appointment as Secretary of State for the Colonies, says "it is of the utmost consequence that we should keep the Bolsheviks out of our colonies, wherever situated. These seem sound arguments for relieving the War Office of a chief who is rather given to running his own show without much reference to anybody else's." This comment looks like a double-barrelled reference to our knockout in the matter of Constitutional Reform.

A friend of mine, writing privately, thinks it must have been Milner who turned down Hongkong's aspiration, and that Winston merely happened along in time to be his mouthpiece. If the truth ever comes out, I'm ready to bet that Milner in his slow way was still considering it, and that Winston said "No" as soon as it was put to him. I pro- phesy that this Colony, and others, will be glad when Winston once more "places his sword at the disposal of his country," as he thea- trically did when quitting the Ad- miralty. It would be worth while to get up another war to give him the chance.

For the first time in its history the Navy is expected to possess officers of wardroom rank who have risen from the lower-deck solely by competitive examination. Within the next six weeks (Jan. 19 to March 3) five candidates are expected to be promoted to lieuten- ants from amongst those who sat under the new scheme. I wish them good luck, and I trust (says Truth) that they will be given appointments worthy of their achievement, and not quietly slipped into back-water jobs as a con- cession to conservative prejudices.

Already the *Review* of *Reviews* shows the effects of a change of editor. Philip Gibbs has started well. Here are a few worth-while thoughts he got from G. K. Chesterton, entitled "Re- turn."

"The difficulty of defining an ideal is that it tends to be a platitu- de: a thing that everybody agrees to and nobody acts on. If I had to put most shortly what is dis- tinctive in my individual ideal for the near future, I think it would be found in the word 'return.' Unless we are free to return, we are not free at all. The Prigal Son, I suppose, is an example. So much that is called progress is merely fatalism: we must go on because we cannot stop. Because wealth is too much centralized, it must be more centralized: because everything is officialized we must have more officials: because the family has been despised, it must be destroyed. I say on the con- trary that we must revert to the normal or perish: to Christendom before it was poisoned by Prussia; to the guilds before they were crushed by capitalism; to freedom before the war was made an excuse for turning temporary discipline into permanent slavery. Some call this living in a dead world; but it is just the contrary. If the spring did not return, we should know that the world was dead."

LOCAL AND GENERAL.

WATCH FOR OUR SOUVENIR NUMBER

In the fifth test match mentioned in our earlier cables in which England made 204 in the first innings, Kellaway took four wickets for 27 and Gregory three wickets for 42.

Messrs. Lazarus, the well-known firm of opticians, are removing to No. 12, Queen's Road, until recently occupied by Pathe Freres, and next door to the Colonial Dispensary. The business of Messrs. Lazarus has rapidly extended; and in their new commodious premises they anticipate making improvements in order to satisfy the increasing demands of their large clientele.

The music for the day was given by the band of H.M.S. "Hawkins," which played the following enjoyable programme, under the direction of Bandmaster A. Lodge:

MORNING.
March "The Menin Road" Guitarist.
Overture "French Comedy" —Bela.
Valse "Doctrien" —Strauss.
Suite "Rural Scenes" —Matte.
Selection "Push and Go" —Darewski.
Patrol "The Wee Macgregor" —Amers.
Selection "Bric a Brac" Monckton.
Gavotte "The Kings" —Reh.
Dances "Nell Gwyn" —German.

AFTERNOON.
March "The Old Cork Road" Adams.
Overture "Lustspiel" —Bela.
Selection "Razzle Dazzle" —Darewski.
Valse "Smiles and Kisses" —Ancliffe.
Selection "Zig Zag" —Stamper.
Grand March "Florentine" —Fukki.
Selection "La Cigale" —Audran.
March "Entry of the Bulgars" Lotter.

GOD SAVE THE KING.

1.—THE "HAY AND CORN" STAKES.—Winner \$250; second \$100; third \$50. For all Subscrip- tion Griffiths of both classes that have run at this meeting and not won. Weight for inches as per scale. (Jockey allowance.) Four starters or no race. Post entries. Entrance fee \$5 to be paid at time of entry. Five furlongs.

Part-mutuel:
Winner, \$ 67.20
Places—1st \$ 19.00
2nd \$ 9.20
3rd \$ 64.30

Cash Sweeps—
Ticket No. 504 1st \$1,516.90
" 48 2nd \$ 433.40
" 181 3rd \$ 216.70
Unplaced ponies \$ 325.00
Commission \$ 623.00
Total \$ 3,115.00

Shipowners are becoming alarmed at the prolonged slump in the freight markets, and they have had to confess that the depression has to some extent caught them unaware. One prominent owner told a home correspondent in mail week that there is not in his opinion a paying freight offering in all the markets, and that the pick of the business offering at the present time would show a substantial loss. In fact some of the rates accepted by owners are so low that the fixtures are being kept secret, as shippers, if they knew all, would at once press for further concessions. It is a fact, however that 30s per ton is considered as quite within the bounds of possibility for such voyages as River Plate-United Kingdom-Continental and Karachi home within the next few weeks. These rates compare with 200s and 100s respectively a year ago, while two years ago a freight of 250s was paid in a lump sum for a voyage from South America to the Mediterranean, and probably the sum mentioned would not only pay the freight at the present time, but buy the ship as well!

THE FOLLOWING IS AN EXTRACT FROM THE REPORT AND AWARD LIST OF THE VERE FOSTER WRITING COMPETITION FOR 1919-1920.—A copy of conspicuous merit and deserving of special commendation has been submitted by Ma Ping Lit, Saiyungpung English School, Hongkong. In order of merit he ranks fourth in the Empire. This is the fourth occasion on which awards have been made to pupils from this school.

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HONGKONG JOCKEY CLUB MEETING.

FOURTH DAYS RACES.

CLOSE OF BRILLIANT MEETING.

LARGE CROWD WATCHES CLOSING EVENTS.

Today, the fourth and last day of the 1921 meeting of the Hongkong Jockey Club at Happy Valley, brought out a large crowd intent on taking advantage of the final opportunity presented by the biggest sporting event of the year.

Again it was a good racing day, with a bright sun, shaded at times by drifting clouds, and a fast track—though to be sure it was a trifle dusty. And it was warm enough to permit the ladies to appear in their daintiest dresses, and their most summery hats, with the result that the stands were pictures of pretty colours. Everybody was out to be entertained, and a spirit of enjoyment was in the air.

Even those who had seen their best "dips" go glimmering, and had every normal reason for being down-hearted—even they clung to the hope that on this closing day their luck would turn, and their last chances would be better than their first. Accordingly, they too, were optimistic.

This was the "off" day of the Meeting, the day when the "non-winners" and the "also-rans" were to have their opportunity. The programme included such promising numbers as The "Also Ran" Stakes, The "Loiterers" Stakes, The "Final" Stakes, and The "Last Chance" Plate—all of them engaging to give as much sport as the feature races of the Meeting, such as the Derby and the Champion Stakes. For even "also-rans" can put up an exciting contest among themselves, though they may not do so much against the top-notchers.

The uncertainty that prevailed among the "non-winners" and the "also-rans" regarding their special qualifications, added zest to the betting. It is one thing to back favourites; it is quite another to back unknown quantities. Altogether, there seemed to be more fun in placing bets to-day than on any of the previous days—always excepting the speculation that attended such an "interesting" distribution as that of the cash sweep on the Championship. That certainly was a good one—that \$24,080.

In every way it has been a most successful meeting. No better could be said than that. Even the weather man did his share in a handsome manner. This should be remembered to his credit in case, at some future time, he suffers from a spell of ill-temper and refuse to co-operate.

Of the Owners, Sir Paul Chater's stable still stood first at the close of the third day's racing, with 6 firsts, 8 seconds, and 4 thirds to its credit. Next came Mr. John Peel, with 4 firsts, 2 seconds, and 5 thirds, followed by Mr. G. H. Potts, with 3 firsts and 2 seconds, and Sir Ellis Kadoorie, with 3 firsts and 4 seconds.

Mr. Knoll led the Jockeys, with 8 firsts, 8 seconds, and 5 thirds on his list. Second was Mr. Johnstone, with 7 firsts, 2 seconds, and 5 thirds. Then came Mr. Vida, with 5 firsts, 7 seconds, and 5 thirds. Mr. Soares, Mr. Heard, and Mr. Hill were close upon them, and then came Mr. Nemaze, Mr. White, and Mr. Wall-lenmaur.

The music for the day was given by the band of H.M.S. "Hawkins," which played the following enjoyable programme, under the direction of Bandmaster A. Lodge:

MORNING.
March "The Menin Road" Guitarist.
Overture "French Comedy" —Bela.
Valse "Doctrien" —Strauss.
Suite "Rural Scenes" —Matte.
Selection "Push and Go" —Darewski.
Patrol "The Wee Macgregor" —Amers.
Selection "Bric a Brac" Monckton.
Gavotte "The Kings" —Reh.
Dances "Nell Gwyn" —German.

AFTERNOON.
March "The Old Cork Road" Adams.
Overture "Lustspiel" —Bela.
Selection "Razzle Dazzle" —Darewski.
Valse "Smiles and Kisses" —Ancliffe.
Selection "Zig Zag" —Stamper.
Grand March "Florentine" —Fukki.
Selection "La Cigale" —Audran.
March "Entry of the Bulgars" Lotter.

GOD SAVE THE KING.

1.—THE "HAY AND CORN" STAKES.—Winner \$250; second \$100; third \$50. For all Subscrip- tion Griffiths of both classes that have run at this meeting and not won. Weight for inches as per scale. (Jockey allowance.) Four starters or no race. Post entries. Entrance fee \$5 to be paid at time of entry. Five furlongs.

Part-mutuel:
Winner, \$ 67.20
Places—1st \$ 19.00
2nd \$ 9.20
3rd \$ 64.30

Cash Sweeps—
Ticket No. 504 1st \$1,516.90
" 48 2nd \$ 433.40
" 181 3rd \$ 216.70
Unplaced ponies \$ 325.00
Commission \$ 623.00
Total \$ 3,115.00

Unplaced ponies \$25.00 each, ticket Nos. 599, 25, 315, 240, 310, 504, 516, 420, 28, 405, 404, 613, 43, 181, 230, 503.

Mr. Nemaze's Arden, 150lb (Mr. Gibson) 1
155lb (Mr. Hill) 2
Mr. L. N. Lee's Nw-or-Never, 147lb (Mr. White) 3
Mr. Saint's St. Anthony, 150lb (Mr. Doyle) 4
Mr. Carpenter's Don Juan, 155lb (Mr. Soares) 5
Messrs. Moxon and Mackie's The Carpenter, 152lb (Mr. Potts) 6
Mr. J. F. Macgregor's Strathbarr, 142lb (Mr. Spinks) 7
Capt. Henderson and Mr. Dyer's East, 142lb (Mr. Hacon) 8
Mr. Soares' Valley Child, 149lb (Mr. Nemaze) 9
Mr. J. G. Patterson's Norwith- standing, 149lb (Mr. Shaw) 10
Brig. Gen. Macnaghten's Gven- chur, 150lb (Mr. Bell Irving) 11
Mr. Grimstone's Scottie, 153lb (Mr. Knoll) 12
Mr. Dynasty's King Harry, 153lb (Mr. Heard) 13
Messrs. Cox and White's Leopard, 153lb (Mr. Sutton) 14
Mr. Seth's Moonshine, 148lb (Mr. Seth) 15
Sir Paul's Mystic Dahlia, 157lb (Mr. Vida) 16

Half a length; a head.
A good start was made. Mystic Dahlia and St. Anthony led abreast. The same order was kept round the bottom bend. In the home straight the field closed up. St. Anthony fell back to fourth place. Arden, By Jingo, and Nw-or-Never came up and challenged Mystic Dahlia whom they all passed, coming in the order mentioned.

Time: 1.17.
2.—THE "LUCKY" STAKES.—Winner \$250; second \$100; third \$50. For all Grifflins that have run at this meeting and not been placed. Weight for inches as per scale. (Jockey allowance.) Four starters or no race. Post entries. Entrance fee \$5 to be paid at time of entry. Five furlongs.

Part-mutuel:
Winner, \$ 25.70
Places—1st \$ 7.90
2nd \$ 8.20
3rd \$ 12.80

Cash Sweeps—
Ticket No. 669 1st \$1,983.80
" 638 2nd \$ 566.20
" 147 3rd \$ 283.40
Unplaced ponies \$ 150.00
Commission \$ 745.00
Total \$3,730.00

Unplaced ponies \$25.00 each, ticket Nos. 147, 230, 59

TO THE RACES NEW CARS AT SPECIAL RATES.

Phone the
MERCURY GARAGE.
No. 977.

TO-DAY'S CABLES.

(Reader's Service, to the China Mail.)

MACROOM AMBUSH.

FURTHER DETAILS OF FIERCE ENCOUNTER.

SIX FIFTEEN USE BOMBS.

LONDON, February 26.

Latest details of the ambush near Macroom show that the preparations for the attack were extensive. It is stated that the road was mined where it was attacked, and that intense firing followed the first explosion. According to another account the road was completely blocked by fallen trees, boulders and other obstacles, so that the police were forced to dismount and take cover. The attackers also used bombs. After a lengthy battle, the attackers closed in on three sides, compelling the police to retreat towards Macroom. A running fight was continued till Macroom was practically in sight. The dead and wounded are being brought into Macroom which is in a state of alarm. All the inhabitants have been ordered into their houses.

THE CASUALTIES.

The casualties suffered by the Crown Forces in the Macroom ambush are now stated to be one killed and eight wounded. The attackers casualties are not known, but they are reported to have lost heavily from machine gun fire when retreating.

GERMAN REPARATIONS.

PARIS DECISIONS DECLARED IMPOSSIBLE.

BERLIN, February 26.

It is semi-officially stated that the final sitting of experts presided over by Herr Simons unanimously came to the conclusion that acceptance of the Paris demands was impossible on economic and financial grounds and that any attempt to find a solution on the basis of the Paris decisions must lead to collapse of the world's economic life. A memorandum approved by the experts demonstrates in detail that this is an impossibility. The experts are declared to be unanimously agreed with the standpoint of the Imperial Government in its willingness to go to the limits of Germany's ability in the firm counter proposals that must be made.

MYSTERIOUS NEWSPAPER WARNING.

LONDON, February 26.

A Berlin telegram gives an explanation of the mysterious warning in the *Allgemeine Zeitung* against headless action which will only renew foreign suspicion of Germany's military leanings and be imputed by the German proletariat to the whole of the middle class instead of a few political adventurers is given by a Berlin correspondent to a Munich paper who states that Ehrhardt, the Chief supporter of the Kapp revolt, proposed to the industrial magnate Hugo Stinnes that if the German Government again broke down in its negotiations with the Entente Stinnes should overthrow it and assume a dictatorship. Stinnes, who refused, described the plan as crazy. It is stated that General Ludendorff previously refused similarly and that Ehrhardt's following was not more than 4,000 men.

IMPERIAL NAVAL DEFENCE.

CANADA'S PREMIER URGED TO "STEP WARILY."

OTTAWA, February 26.

In the House of Commons, Mr. Crerar, leader of the Agrarians, referring to the statement of Mr. Lloyd George in the House of Commons that "it was too much to expect these small islands to undertake the whole burden of the naval defence of the Empire," said that this was a significant declaration bearing on the forthcoming conference of Dominion premiers. The sanction of Parliament should be obtained before Canada was committed to any such emergency defence or other Imperial arrangement. He urged the Premier, Mr. Meighen, to "step warily" in the negotiations on the matter.

SHIPPING DEPRESSION.

HALF U.S. SHIPPING BOARD'S FLEET TIED UP.

ENORMOUS LOSSES.

NEW YORK, February 26.

Half the Shipping Board's fleet, or 616 vessels, of a tonnage of 1,250,000, has now been tied up. Steamship officials believe that the peak of the shipping depression will not be reached till another 100 have been withdrawn from the trade. It is estimated that the loss on the Board's vessels still operating will be \$6,250,000 during the first six months of 1921.

SIKH TEMPLE RIOT.

AT LEAST SIXTY-SEVEN PERSONS KILLED.

LONDON, February 26.

An official account of the Sikh inter-religious fighting at Nankana in the Punjab (cabled yesterday) states that at least 67 persons were killed. The corpses of many of the victims were burned. Two hundred British and Indian troops were sent from Lahore at the request of the Deputy Commissioner. A priest, two of his disciples, and 26 Pathan watchmen were arrested. The fighting is believed to have been the result of disagreement on religious matters between the reformers and the managers of the Sikh Temple.

BISHOP OF SINGAPORE OUTWARD BOUND.

LONDON, February 26.

The Bishop of Singapore and Mrs. Ferguson Davie sailed on the "Morvada" for India en route to Singapore.

AMERICAN IMPORTS AND EXPORTS.

WASHINGTON, February 26.

The exports in January were \$655,000,000, including \$3,000,000 gold. The imports were \$209,000,000, including \$38,000,000 gold.

CORRESPONDENCE.

BRITISH MERCANTILE MARINE STANDARD UNIFORM.

(To the Editor of the "China Mail.")

Sir,—I herewith enclose Extract from Mercantile Marine Service Association Reporter concerning the improper Wearing of the Standard Uniform in the British Mercantile Marine.

As intimated in the October issue, the improper wearing of the British Mercantile Marine Standard Uniform has been the subject of Police Court prosecutions on two occasions recently. The Board of Trade, in recording these prosecutions, have issued the following warning dealing with the subject:—

The attention of Officers and Men of the Mercantile Marine and the persons, is called to the provisions of the British Mercantile Marine Uniform Act 1919, and to the Order in Council instituting this standard Uniform for the Mercantile Marine, dated Sept. 4, 1918.

This act provides that if any person, not being entitled to wear the British Mercantile Marine Uniform as described in the order in Council, wears the uniform or any similar dress, he shall be liable to a fine not exceeding £5, or, if he wears it in a manner likely to bring contempt on the Uniform, to a fine not exceeding £10, or to imprisonment, with or without hard labour for a term not exceeding one month.

Yours truly,

KOCHAR.

ANOTHER SEAMAN GROWSL.

(To the Editor of the "China Mail.")

Sir,—After reading the controversy regarding the desertion of seamen from their ships in American ports, I beg to ask those interested in British shipping, why it is that seamen are living under the same filthy conditions as they were 30 years ago. Considering the part the British seamen played during the War, sacrificing life and everything that was dear to them, in order to provide England and her huge Army with food, it seems to me, the least that could be done, would be to have similar conditions as the American ships. It is a degrading sight, and an everlasting shame to the English shipowner to see British seamen joining their ships each one carrying their straw beds commonly called "Donkey's breakfast" through the streets. I myself am one of the many, who were driven from British ships, by the degrading conditions under which no self-respecting man wishes to live. I would be glad if some of the many people would explain through your valuable paper.

I am Sir,

Your faithfully,

D. E. ROBINSON.

BOLD ROBBER GANG.

LATEST DEPREDACTIONS.

THREE HAULS IN ONE NIGHT.

A gang of three armed men which has been terrorizing the Capsimun and Chukung districts in the New Territories lately, has made life and property in those districts very unsafe. Though hitherto their depredations have not been marked by murder, the robbers are reputed to be desperate characters who would stop at little. Consequently the villagers have learned not to offer resistance.

On the night of February 23, at about 11.30 p.m., the outlaws broke into house No. 28, Capsimun village occupied by a dealer in opium, and after tying up the master of the house, his mother, wife and sister, placed them into a corner where one man stood guard while the others ransacked the house, stealing a quantity of opium valued at \$178, and jewellery, clothing and money valued together at \$207.

Leaving the house the robbers went next door (No. 26) and there made a haul of \$280 in small coins and some clothing, jewellery and other valuables.

About half an hour later, they entered No. 24, Chukung, a neighbouring village and here stole \$350 in bank notes and some clothing, to the total value of \$414.

ARMED ROBBERY.

A FLAT ENTERED.

INMATES OVERPOWERED.

About 4.30 p.m. on Feb. 25, three men, pretending to be purchasers entered the top floor of No. 56, Queen's Road West, occupied by Ho Oi Seng, a dealer in Chinese medicine. Once in the house, the men produced daggers, and after threatening to kill Ho and his family, if they raised an alarm, bound and gagged them. The robbers then ransacked the premises, stealing \$14 in money, a quantity of jewellery and a fur lined waistcoat belonging to Ho's wife, valued together at \$169.

HONGKONG JOCKEY CLUB RACES.

(Continued from Page 4.)

Mr. H. P. White's Merryland, 153lb. (Mr. Heard) 3
Mr. J. F. Macgregor's Strathfarrar, 150lb. (Mr. Knoll) 0
Mr. Endeavour's Only Hope, 147lb. (Mr. Seares) 0
Mr. Naimazee's Sepand, 145lb. (Mr. Nemazee) 0
Dr. Forsyth's, Cranby, 150lb. (Mr. Gibson) 0
Sir Paul's Conqueror Dahlia, 160lb. (Mr. Vida) 0
Sir Ellis Kadoorie's Kandy Chief, 143lb. (Mr. Doyle) 9
Sir Paul's Charing Cross, 152lb. (Mr. Sutton) 0

Two lengths; half a length.
A good race. Passing the stands the order was Strathfarrar, Conqueror Dahlia, and Merryland. Charing Cross was a good fourth. At the back stretch Charing Cross fell back to fifth place. The field closed up at the incline and round the top bend they were in a bunch with Conqueror Dahlia going very strongly. At the home straight they were still in a bunch, the Dahlia in front. About 100 yards from home Allied King, Eschequer Bill and Merryland spurred and all beat the Dahlia in the order mentioned.
Time: 2.05 1/5.

(Continued in Extra.)

TO-DAY'S ADVERTISEMENTS.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND declared for the year ending 31st December, 1920, at the rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling per Share is payable on and after MONDAY, the 28th day of February, 1921, at the Office of the Corporation, where Shareholders are requested to apply for warrants.
By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager.
Hongkong, February 26, 1921.

NOTICE.

FROM the 1st of March our business will be removed to No. 12, Queen's Road Central, lately occupied by Pathe Freres, and next door to the Colonial Dispensary.

N. LAZARUS,

Optician.

28, Queen's Road, Central.
Hongkong, February 26, 1921.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship
"KOREA MARU,"
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived on Saturday, the 26th instant, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Saturday, the 5th March, 1921.
All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Tuesday, the 6th March, 1921, at 11 A.M.
No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.
No Fire Insurance whatever will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, February 26, 1921.

"OVERLAND CHINA MAIL"

Contains all the News of the Week.

PRICE 25 cts. PER COPY.

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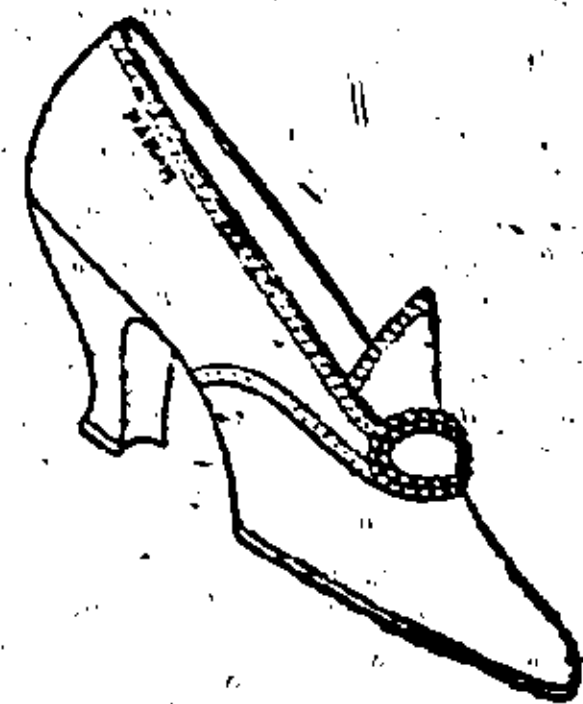
NOTICES.

FINE FOOTWEAR AT LANE, CRAWFORD'S FOR WOMEN.

Excellence of material making for durability and comfort in wear, and perfect shape and finish, there you have the secrets of the good and ever-growing popularity of LANE, CRAWFORD'S FOOTWEAR.

FOOTWEAR FASHIONS FOR 1921.

A large Consignment of the very Newest Models of Shoes and Pumps for the coming season has just been received. Ladies are cordially invited to see the very comprehensive range of 1921 Spring Models. Probably at no other establishment can such a variety of charming footwear be seen.



SHOE BUCKLES

In the Ladies' Shoe Section will be found a wonderful Display of Buckles suitable for all kinds of Shoes.

LANE, CRAWFORD & CO.

"BABY" GRAND PIANOS

JUST UNPACKED

FROM

"BROADWOOD" LONDON.

&

"CHICKERING" BOSTON.

The finest in the World.

THE ANDERSON MUSIC CO., LTD.

18, DES VOEUX ROAD. TEL. 1232.

"Rexine"

For want of a better description "Rexine" is termed a substitute for leather.

It is more than that. It has all the appearance of leather but it is better in every way; wears better and is impervious to stains or grease.

For the upholstering of furniture, motor cars, etc.; for the shoe and slipper trades; for bookbinding and for bags, satchels, cases, and the fancy goods trade it is unrivalled. "Rexine" Brand Leather cloth has stood the test of time and is in use all over the world.

REXINE LTD., Hyde, Manchester, England.

Agents:—
Probst, Hanbury & Co. Ltd., Shanghai.
A. Telford & Co., Tientsin.
W. Forbes & Co., Peking.

TRIALS SOLICITED BY JAMES STEER

THE CHRONOMETER AND WATCH MAKER
(CONTRACTOR TO H. M. NAVAL YARD.)
8, ICE HOUSE STREET, HONGKONG.

TAN SAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the
Anglo-Japanese Exhibition
which testifies to its excellence and purity.

Beware of bogus imitations. No Tan San is genuine unless the label bears the name of
J. OLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

TAN SAN raises the spirits and excites genuine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey
Would have waived the flagon of wine away
And counsel himself as any man can
With bubbling, sparkling, cool Tan San.

Tan San can be obtained at all first class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

Tel. No. 194. 5, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

REGULAR SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 9 p.m.

TRAFFIC OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS.

To Macao—daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.).
From Macao—daily at 8 a.m. and 2 p.m. (Sundays at 1 p.m. only).

For further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. W. COOK & SON, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to
NEW YORK AND/OR BOSTON.
Via Suez or Panama Canal at Owner's Option.

S.S. "EGREMONT CASTLE" Sailing about the end of March.

LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE.
TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "HUNGARIA" Sailing on or about 8th March.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th March.

Passengers Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "SAMARANG MARU" Sailing on or about 12th March.

S.S. "BORNEO MARU" Sailing on or about 24th March.

FOR JAPAN.

S.S. "RIJUN MARU" Sailing on or about 6th March.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIEN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading For South AFRICAN PORTS with transshipment at CAPE TOWN, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAR LINES.

For Freight or Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

SHUNKO MARU Sailing, 18th March.

BUENOS AIRES—Rio de Janeiro, Santos, Montevideo, Durban & Cape Town via Singapore.

SEATTLE MARU—Regular fortnightly service via Singapore.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

SIAM MARU Sailing, 11th March.

KASATO MARU (Taking Passengers) Sailing, 25th March.

INDUS MARU Sailing, 25th March.

SAIGON, RANGOON & SINGAPORE—Regular monthly service.

SEIKEN MARU Sailing, 5th March.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen.

Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to C. I. B. LAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

AFRICA MARU Sailing, 25th February.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Colon.

AMAZON MARU Sailing, 1st March.

Both taking cargo to Rio de Janeiro and New York.

NEW ORLEANS LINE.

HAMBURG MARU Sailing, Saturday, 26th February.

JAPAN PORTS—Shanghai, Kobe and Yokohama.

RESKONG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

AMAKUSA MARU Sailing, Sunday, 27th February.

TAKAO via SWATOW and AMOY.

BOSHI MARU Sailing, Monday, 1st March.

For sailing dates and further particulars apply to

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 741 and 746.

WATERHOUSE LINE

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For
SEATTLE-TACOMA-VICTORIA-VANCOUVER
via Kobe and Yokohama.

"WEST IVAN" 25th February.

Further sailings to be announced later.

Through Bills issued to all Overland Common Points in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY.

1st Floor.

HOTEL MANSIONS

Tel. No. 2507.

CHINA-AUSTRIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" 11th April.

Special Sailing for Shanghai.

"HWAH PING" 18th March.

For Freight and Passage apply to

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents.

111, Cross Street, Central.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI AND TSINGTAO
SWATOW & HANGKOW
AMOY, SHANGHAI AND FUKUO
SHANGHAI
SHANGHAI
SHANGHAI
MANILA, CEBU & ILOILO
SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation, electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.



Operating the following U.S. Shipping Board Steamer

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai, Dairen and Japan Ports.)

For SEATTLE, TACOMA, WASHINGTON.

(Calling at Shanghai, Dairen and Japan Ports.)

"WHEATLAND MONTANA" Sailing for Singapore Feb. 26th.

"WHEATLAND MONTANA" Sailing for Singapore Feb. 26th.

"CITY OF SPOKANE" Sailing for Singapore Feb. 26th.

For PORTLAND direct.

(Calling at Kobe and Yokohama.)

"PAWLET" Sailing about Mar. 7th.

"COAXET" Sailing about Apr. 4th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478.

Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
For NEW YORK and/or BOSTON.
Via Panama

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

AGENTS. 5TH FLOOR, HOTEL MANSIONS.

2477 & 2478.

THE ADMIRAL LINE.

THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON—SINGAPORE—SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.R. STEAMERS

GLYMONT Sailing, March 10th.

LAKE OMAHA Sailing, March 10th.

CADABETTA Sailing, March 25th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE,

5th Floor HOTEL MANSIONS BUILDING.

Tel. Add.: ADMIRALINE.

Telephone 2477 & 2478.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

Operating the following U. S. Shipping Board steamer.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

Due to arrive DUE TO SAIL

S.S. "WEST HIKA" April 1. S.S. "WEST HIKA" April 3.

Through Bills of Lading to all U.S. and Canadian Overland Points.

Ship connections with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Princes' Buildings, Chater Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1003.

SHIPPING

C. P. O. S.

SAILINGS.

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama)

STEAMERS From Hongkong To Vancouver

Empress of Japan Mar. 22 Apr. 13

Empress of Asia Mar. 21 Apr. 13

Monteagle Apr. 2 May 1

Empress of Russia Apr. 2 May 1

Empress of Japan May 17 June 7

Empress of Asia May 26 June 13

Monteagle June 14 July 5

Empress of Russia June 22 July 11

Empress of Japan July 7 July 25

Empress of Asia July 21 Aug. 8

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing before proceeding to Europe.

For rates and other information please apply to

Telephone No. 36. HONGKONG OFFICE: CANTON: CANTON.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. Co., LTD.

"INCORPORATED IN U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,300 Tons

SAILING FROM HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Mar. 26th April 21st

SAILING FROM HONGKONG for MANILA

S.S. "NANKING" March 19th

SAILING FROM HONGKONG for SINGAPORE

S.S. "NILE" S.S. "CHINA"

April 3rd April 30th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, 100, HONG KONG STREET,

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers, Electric Light and Fans in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

(Calling at Amoy for Passengers only.)

AND RETURN.

(Occupying 9 to 10 Days)

HAICHONG Capt. A. H. Stewart... TUESDAY, 1st Mar., at Noon.

HAICHONG Capt. W. G. Pasmore... FRIDAY, 4th Mar., at Noon.

HAICHONG Capt. W. Cooper... TUESDAY, 8th Mar., at Noon.

Arrivals and Departures from the Company's Wharf (near Hsiao Poo).

For FREIGHT and PASSAGE apply to—

General Manager.

DOUGLAS LAFRAIK & Co.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.

HONGKONG AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

For

LONDON, ANTWERP AND

HAMBURG.

Subject to change without notice.

Or to ELLERMAN & Co., Canton.

General Agents.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We have two Slipways and can accommodate any craft

of 100 feet long.

Town Office: 64, Cross Street, Hongkong. Telephone No. 459.

Shanghai Office: 100, Cross Street, Shanghai. Telephone No. 2.

Estimates furnished on application.

Hongkong, April 1, 1912.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Feb. 27—R. F. Tientsin.

Mar. 1—R. F. Tientsin.

Mar. 5—R. F. Tientsin.

Mar. 9—R. F. Tientsin.

Mar. 13—R. F. Tientsin.

Mar. 17—R. F. Tientsin.

Mar. 21—R. F. Tientsin.

Mar. 25—R. F. Tientsin.

Mar. 29—R. F. Tientsin.

Mar. 31—R. F. Tientsin.

Apr. 4—R. F. Tientsin.

Apr. 8—R. F. Tientsin.

Apr. 12—R. F. Tientsin.

Apr. 16—R. F. Tientsin.

The China Mail

ESTABLISHED 1846
EXTRA.

No. 18,193.

六拜禮

號六廿月二年一十二百九千一英

HONGKONG, SATURDAY, FEBRUARY 26, 1921.

日九十月正西年九百九千一

PRICE \$3.00 Per Month

COMPANY MEETING.

HONGKONG & SHANGHAI BANKING CORPORATION

DIRECTORS' FEES INCREASED.

INTERESTING SPEECH BY CHAIRMAN.

The 106th ordinary yearly general meeting of the Hongkong and Shanghai Banking Corporation was held in the City Hall at noon to-day. The Hon. Mr. E. V. D. Farr presided and there were present Hon. Mr. P. H. Holyoak, Hon. Mr. J. Johnston, Messrs. A. O. Lang, A. H. Compton, A. S. Gubbay, G. T. M. Edkins, G. M. Dodwell, W. L. Pattenden, Directors, Mr. A. G. Stephens, Manager, Sir Ellis Kadoorie, Sir Robert Ho Tung, Hon. Mr. Ho Fook, Hon. Mr. H. E. Pollock, Dr. J. H. Sanders, Messrs. Henry Humphreys, G. C. Moron, A. Denison, G. S. Archbutt, D. J. Lewis, G. C. Alabaster, G. Grimble, D. V. Steavenson, E. M. Raymond, T. E. Pearce, V. N. Grayburn, Mok Man Chee, H. O. R. Hancock, H. Keswick, H. Birkett, Ho Wing, A. V. Apar, H. Sassoon, A. S. Gainsmith, C. A. Roza, G. M. Young, G. Miskin, A. S. D. Cousland, P. Lauder, J. H. Taggart, L. N. Lee, T. W. Hill, E. A. M. Williams, A. E. Griffin, P. M. N. de Silva, Mok Kon Sang, W. E. van Epps, Chan Siu Kai, R. A. Dastur, T. E. Pearce, E. Howard, L. Dumbur, R. A. Gubbay, J. M. de C. Basto, Lo Cheung Shin, Lo Man Hin, Chau Shu Ming, G. E. Towns, A. R. Stewart, G. Hogg, K. S. Morrison, Tung Kung Un, G. H. Edgcombe, G. Hastings, T. Kung Po, F. Smyth, A. S. Ellis, F. Maitland, F. Bevington, P. V. Botelho, A. Murdoch, F. H. N. Mody, Lo Cheung Wan, J. McArthur, B. C. Lambert, Ho Cheuk, H. M. C. Nemesse, P. K. Kwok, M. W. Lo, O. I. Ellis, P. C. Pott, G. B. Dunnett.

The Chairman:—As it is past the hour for which this meeting has been called, I will ask the Chief Manager to read the notice convening the meeting.

The notice having been read the Chairman said: Gentlemen, the Report and Statement of Accounts having been in your hands for some time I shall follow the usual custom and take them as read.

The statement shows a net profit for the year of \$3,841,166.30, which compares with \$7,386,862.09 for 1919. Last June, as the prospects seemed so favourable as to justify an increase of the dividend, we made an interim distribution of £3 per share, and on this occasion we propose to distribute a final dividend of £3 and a bonus of £2, making in all £5 for the year the same as in 1919.

We propose also to continue the policy of strengthening our reserves, and accordingly \$2,029,411.76 out of the year's profits is added to the Silver Reserve.

As stated in our Report, the transfer of £1 million to our Sterling Reserve was effected at a favourable rate during the year, and that fund now stands at £3,500,000. The Silver Reserve, with the proposed addition, will stand at \$21,500,000.

With regard to Bank Premises, this expenditure on buildings in recent years has been heavy but entirely unavoidable. Our business has gradually outgrown our accommodation and in addition to the new buildings referred to last year, it will soon be necessary to rebuild our Singapore Office. When it and the other buildings now under construction are completed, the Bank will be housed in all its principal places of business in the East in modern and commodious premises, sufficient for our requirements for many years to come, and no further considerable expenditure should be necessary unless, of course, we decide from time to time to extend the area of our activities.

Meanwhile, we propose to continue writing down these properties when the profits permit and at this occasion we propose to allot \$1 million for that purpose.

The great depreciation in all gilt-edged securities in the course of the year has entailed heavy writing down of our Sterling and other Gold Investments; this, however, has been accomplished from the current profits and all our Gold securities now stand either at well under their market value, or have been adequately provided for.

The balance carried forward is \$3,391,491.69 compared with \$3,263,847.30 in 1919.

With regard to the other figures of the balance sheet, comparisons with former years are difficult owing to the varying rates of exchange at which the accounts are presented;

it is noticeable however that the depression in trade is reflected in our cash balances which show a large increase on those of the previous year. Our Silver deposits have also increased considerably and the dollars total of our assets and liabilities is the highest recorded in the history of the Bank.

Your Directors have had under consideration the desirability of increasing the capital of the Bank, and have decided to issue the remaining 40,000 shares, say \$5 million, which the present Ordinance authorises them to do.

The necessity for this measure has no doubt been generally apparent for some time past, as the Bank's business has kept pace with the expansion of Eastern trade and its liabilities to the public are now \$480,398,000 compared with \$215,280,000 in 1907 when our capital was last increased from \$10 million to \$15 million.

The enhanced value of merchandise of all kinds entails greater calls on our resources than formerly, making addition to them urgently necessary. My predecessor in this Chair in 1907 remarked on a similar occasion that whatever political changes may be in store for China, there can be little doubt but that the ultimate outcome will be a wider field for the operation of foreign capital, and a considerable increase in overseas trade. I think that this is as true to-day as it was fourteen years ago.

The question of the issue price of the new shares was closely considered by your Directors. In arriving at the decision to issue at £70, they were guided by a long view of the permanent interests of investors in our Stock. This figure confers a substantial bonus, while the addition to our Reserves of the funds to be received will considerably increase not only the earning power, but also the prestige of the Bank.

In due course a special circular will be sent to each shareholder, and an Extraordinary Meeting will be called, when the Resolutions necessary to obtain your sanction to the scheme will be put before you.

Since we met last year, the reaction that was to be expected after the great trade boom of 1919 and early 1920 has taken place.

The disorganisation of the world's exchanges became more pronounced in the course of the year, and in Asia, currencies normally based on Gold, such as those of India, Java, the Philippines and Japan, moved in orbits of their own, with variations not always easy to foresee and provide for. Still, notwithstanding these handicaps and the vagaries of the Silver market, to which I will refer later, the earning power of the Bank was more than maintained, and I think we should record our appreciation of the able way our Managers and Agents have handled what must have been at times very difficult situations. I am sure the Directors anticipated the wishes of the Shareholders when they decided to vote a bonus of 20% to the Staff on their salaries in recognition of their efforts in maintaining the Bank's service in a high state of efficiency.

As is well known to you, Sir Newton Stubb resigned the Chief Management at the end of the year, after filling that position with brilliant ability and untiring energy for a period of over ten years. During his regime the prestige and the business of the Bank increased very greatly, and the Directors wish to record their deep appreciation of the distinguished services he rendered to the Corporation. They wish also to tender him on their own behalf, and I will do so on behalf of the Shareholders, their congratulations on the honour conferred on him by H.M. the King, which is a fitting crown to his career in the East.

It is fitting that I should here refer to the already valuable services of this Institution in many positions of trust of Sir Newton Stubb's predecessor, Mr. A. G. Stephens.

Your Directors, while congratulating Mr. Stephens on his well merited retirement, are confident that the Bank's best interests, and therefore the interests of the Shareholders, will in his hands, be kept in the same safe keeping in the future as they have been with his predecessors in the past.

The Silver market showed very marked fluctuations during the year. From 75½ at the beginning of January, it rose rapidly till it attained the ex-

traordinary price of 89½ on the 11th February. The keen demand then existing for China's products and the discredit into which various paper currencies had fallen among the Chinese people, produced a very strong demand for silver, which was not satisfied till the United States Government ultimately allowed the export to China of very large amounts from their stocks of Silver dollars.

The cessation of the demand for exports found China moderately well supplied with Silver, and during the latter half of the year she was not able to absorb what was offering. India was in the same case, and no Government in the world was making fresh issues of Silver coinage. On the contrary, many Governments, including our own, were either melting their Silver coinage and selling the bullion, or replacing the existing coinage by one of inferior fineness.

Consequently the price rapidly fell throughout the year and reached 40½ on the 31st December. The China exchanges reacted similarly, and from 9-3d. for the tael and 6-2d. for the dollar, they declined to 4-1d. and 3-2d. respectively.

Even the high prices generated by the extraordinary demands of war led to no increase in the annual production of the metal: it remains at about 195,000,000 ounces. But this amount is not all available. We must deduct from it 60,000,000 ounces of the United States production to be purchased by the American Government in accordance with their undertaking to replace the 200,000,000 ounces sold to the Government of India. On the other hand, economies in the use of silver as currency already referred to have compensated for the loss of the American production as a source of world supply. On the Continent, where paper issues have supplanted the old metallic currencies, silver has been largely demonetized and sold, as securities are sold, in order to obtain credit in other countries.

For the reason stated the ordinary mint demands for silver coinage, both in England and the Continent, are in abeyance, and it seems unlikely that they will be revived in the near future. A considerable part of the trade demand has been met by the melting down of silver plate. In India the reserve of silver rupees, some sixty crores, is larger than it has ever been, and seems ample to meet all requirements for some time to come.

In these circumstances, on the assumption that the American purchases have been offset by the Continental sales and that India is well supplied, it is upon China that the burden will fall of absorbing an amount equal to the world production of silver. In other words, China's trade balance is at present the governing factor in the silver situation and the prospect of her being able to increase, or even to maintain, last year's import of 96½ million ounces is, to say the least of it, doubtful.

The cumulative effects of depression in the world's markets, particularly affected Japan, owing to the very exceptional expansion of her foreign trade during the four or five preceding years, and were fully felt by April, when something in the nature of a crisis might well have overtaken the country. There was indeed a stock exchange crisis, culminating in the closing of the Exchange over a lengthy period, which naturally affected all investors. Generally speaking, however, though some important and well-known names have unfortunately suffered eclipse and brought loss to others in their fall, and though 1920 has been a bad year for everyone all round, merchants, manufacturers, dealers, and all concerned faced their position correctly and prepared themselves to suffer losses and pay their debts, and such it is certain will continue to be their attitude.

There are some difficult months ahead still accumulated stock of imports go into consumption, and till exports have revived, the last difficult state to bring about now, owing to the existing high cost of production in Japan, but there is nothing to justify the pessimistic view of the country's condition which lately has been expressed in some quarters.

In China, with which we are of course, more intimately concerned, the year 1920 opened with a phenomenal boom in trade generally, the export trade was brisk and prices rose, and the year closed with a similar boom in trade during the first four months of this year. During May, the European and American markets, already overstocked, slumped heavily, owing to curtailed credits and shipments from the East, rapidly fell off, leaving the Chinese with large accumulated stocks, which have greatly depreciated in value. The fall in exchange, which

in normal times would have helped the producer, proved of little benefit, as the fall in prices in both the European and American markets outpaced the decline in exchange.

Imports coming on the market during the first four months of the year were laid down at relatively high sterling rates of exchange, and very large profits were being made all round. Owing to the prosperity of the import trade in 1919 many new dealers appeared, particularly in piece goods. Enormous orders were placed in England and America, where manufacturers, flooded with orders, were in a position to command their own terms as to deliveries. Consequently many orders placed in 1919 for the Spring market in China were not delivered till well on in the autumn of 1920. Owing to such uncertainty as to deliveries, exchange in many instances was unsettled at time of arrival, with the result that a very large proportion of stocks had to face an overstocked market, with declining prices, caused by the heavy drop in the price of raw cotton, plus a drop of 50 per cent. in the value of the Tael and Dollar, as compared with rates ruling at the time orders were placed. The position was further embarrassed by political disturbances in the Northern and Central Provinces, where trade during June and July was practically at a standstill, owing to the presence of unpaid and uncontrolled soldiery.

The fact that the products of Asia have been confronted with overstocked markets and declining prices in Europe and America, has naturally had its effect on the purchasing powers of India, China, Japan and all other Eastern countries. In dealing with this situation thus created, we are necessarily proceeding with caution, but we are also carrying out the traditional policy of the Bank, and liberally if judiciously, assisting our friends whose resources are temporarily immobilised by the stagnation of the markets. This policy has always been looked for from the Bank in the past and has invariably brought its own reward.

Speaking generally, the stocks of imported goods lying in Hongkong and the China ports are not excessive, and not more than what was normal in pre-war times. It is known that the markets in the interior are bare of the supplies of these goods, so it is to be hoped that this trade will soon resume its normal course, and there already welcome indications of this.

The volume of engineering business in North China was fair, but orders placed during the war are in many cases still in process of completion. Further cotton mill and textile machinery is required to a large extent, whilst the requirements of the Chinese railways are very considerable; new locomotives and rolling stock are badly needed in many instances.

The Shanghai Cotton Mills enjoyed a period of unprecedented prosperity. The demand for mill products (particularly yarn) was consistently steady, and the mills have been able to manufacture profitably owing to comparatively cheap cotton. Handsome profits were also made on locally made cloth until the summer months, when the effects of the piece goods crisis began to be felt. From recent statistics it is estimated that there are nearly 1,300,000 active spindles in operation in China, and there is little doubt that the future prospects of the cotton industry in this country are encouraging, as is evidenced by the continued expansion in the capacity of the existing mills, both as regards spindles and looms.

The Maritime and Native Customs revenue collection under the Inspector-General of Customs for 1920 amounted to H.K. Tels 49,500,000 and H.K. Tels 4,380,000 respectively, an increase of Tels 31 million in the case of the former over the previous record collection for 1919, and a decrease of H.K. Tels 111,000 in the case of the latter since last year, the net increase expressed in gold at average exchange being £2,242,709 over the figures for 1919 collection. After meeting all obligations, including the service of the Reorganisation Loan, Tels 23,150,000 surplus funds have been handed over to the free use of the Chinese Government.

While it has to be borne in mind that the increase is largely if not entirely due to the revision of the Customs tariff which began to be effective in August 1919, it is none the less a remarkable fact that in spite of the unsettled state of the country, and the political discussions which resulted in active hostilities and considerable curtailment of trade for many weeks last summer, a record collection can still be shown, and bears striking testimony to the vitality of the country's trade and of the great possibilities of the expansion under more favourable conditions.

The Salt Revenue collection for the year has also been maintained at a high level in spite of the unfavourable conditions to which I have already referred, coupled with the fact that the Salt Revenue Administration has

not found it possible to resume its functions in the important Swatow area, which were discontinued in 1919, owing to interference by the local authorities. The total revenue amounted to \$79,200,000, a decrease of \$1,400,000 compared to the revenue for 1919, but still \$7,661,000 more than the figures for 1918. It has, however, to be noted that of the total revenue no less than \$24,000,000 was realised or approximately, locally by the Provincial Authorities, or Military Commanders, on their own uses, a striking testimony to the almost entire lack of control exercised by the Central Government over certain of the provinces.

After meeting all obligations secured on the Salt Revenue, the large amount of \$64,000,000 (including \$6,037,000 refunded by the Maritime Customs in respect of the service of the Reorganisation Loan) was released to the free use of the Chinese Government.

Little, if any, improvement can be noted in the political or financial situation in China during the past year. The overthrow of the Anfu party in the Peking Government which was accomplished last summer has not so far produced the results in the way of reform so confidently expected by many, and the immediate repudiation by the Southern authorities of the Presidential Mandate announcing the differences between North and South were practically composed, showed that there is still a wide gulf between the two parties. Meanwhile both parties are in a state of disension, and in the South new governments are formed and re-formed with bewildering rapidity. While this situation obtains, it is to be feared that the first steps towards the establishment of a really representative Government, sufficiently powerful to exercise authority over the provinces, which it becomes more and more evident is so necessary for the well-being and prosperity of the country, must inevitably be postponed.

Financially the Government, in spite of the large sums that have been released to their use by the Customs and Salt Revenue Administrations, are still in dire straits for money to meet their many obligations and administrative expenses, of which the heaviest item remains the pay of an army altogether beyond the legitimate requirements of the country. The fall in exchange, by largely increasing the amount payable in the coming year in discharge of Chinese gold obligations, adds to the difficulties of the situation, while the famine which now exists over a large area in the North, consequent upon the drought of last summer, imperatively calls for relief measures by the Government on a large scale, involving considerable extra expenditure if the lives of perhaps millions of people are not to be lost.

The foreign communities in China are giving what assistance lies in their power. This Colony and neighbouring British Colonies have contributed generously and funds have been opened in Europe and America by means of which large sums have been raised and are being expended in relief measures. The excellent work performed in this direction by foreign missionaries is the admiration of all who have seen and had experience of it. All that has been done in this way, however, has scarcely more than touched the fringe of the needs of the famine-stricken regions, and the handling of the situation is one of the most serious problems requiring the immediate attention of the Chinese Government.

The speech of my predecessor last year contained a reference to the preliminary negotiations for the re-establishment of the Consortium on a four Power basis: that is to say, the grouping of British, French, Japanese and American bankers for co-operative work in China. The year which has passed has brought these negotiations to a successful conclusion.

Mr. T. W. Lamont's visit to the Far East in the Spring had the happiest results in removing certain preliminary difficulties, and everyone concerned is much indebted to him and, through him, to Messrs. J. P. Morgan & Co.

A meeting of the Four Groups took place in New York in October and the agreement which they reached and the resolutions which they passed were subsequently made public.

The aims and objects of the Consortium, as to which misunderstanding has sometimes arisen, should now be sufficiently clear, but I will just touch upon the salient features.

In the first place, I should like to emphasise the point that the Consortium is a partnership which comprises representatives of the four Powers, and so long as the likeli-

hood of war between the contending factions remains, no loan can be considered. On the other hand, the Consortium is, as it were, a notice to the Great Powers under which the sinews of reconstruction, and it is virtually a notice that without fulfilment of these conditions, China will not be able to borrow at all. If in the result this should lead to China borrowing at home rather than abroad, so much the better.

The second feature upon which I wish to lay emphasis is the fact that the policy of the Consortium, if steadfastly pursued, rings the death knell of the earlier policy of spheres of influence or interest. By the pooling of all outstanding agreements and options, and by an undertaking to share equally the financial and commercial results of all future business, the Powers in effect undertake to preserve China from those encroachments upon her sovereignty which have followed in the train of concessions in the past. There will be no second "Battle of the Concessions"; there will be no more "Playing off" by China of one Great Power against another: she will be met with fairness and reason, and we do not doubt, but above all with rigid unanimity. She will be offered for her loans the best terms that the financial world has available, and for all her requirements the most favourable prices that public tender can reach.

In conclusion, I must mention the question of the unification of railways, a prominent, practical part of the Consortium programme. The consolidation of the railways of this country under one administration, if ever carried into effect, cannot but prove of the highest advantage. Aside from the economy of administration which will be brought about by such a step, there is the more important question of local administration which railways in a partially developed district so often involve.

Were there a Chinese Railway Service moulded on the same lines and characterised by the same integrity as those of the Customs Service, and were the satisfactory profits which certain of the lines are able to earn, even under present conditions, devoted to improvements, and extensions, the time would not be distant when the end of railway borrowing would be in sight.

China has her own particular difficulties to contend with and these have a compelling interest for the Bank, but she is suffering also from the reactions of the war, like the rest of the world.

The outstanding cause of the world's trade troubles to-day is lack of capital, loss of purchasing power. No quick remedies, such as a new international money or unit of account; no further inflation of currency; no extension of Government control or increase of Government restrictions will help us to sell our exports, or to correct our exchanges, for next to peace, freedom is what trade requires: Governments can do much to establish both peace and freedom but the larger part of government expenditure in most European countries is in the nature of war expenditure, which is crippling trade and industry by its demands on capital.

Political instability still denies a proper bearing to the crying economic needs of the situation. The fact that the urgency of these needs has so far failed to force all nations into paths leading to universal peace, is only additional evidence of prodigious difficulties of the reconstruction rendered necessary by the war's disturbance of the world's equilibrium. The restoration of conditions of security, without which no new period of trade expansion can be looked for, is everywhere hindered by political unrest, by aspirations economically impossible of fulfilment. Extravagant hopes, along with all other forms of extravagance, must submit to the dictates of economic law. Recognition of the utility of rebellion against it is the beginning of wisdom. Happily its early beginnings are to be described in recent events, and first signs of returning confidence appear. Awaiting their development, it is for us to face the future in a spirit of quiet determination, to make the best of whatever situation may arise, and to discharge in a manner worthy of our predecessors, the great responsibilities laid upon this Institution.

The Chairman continued: I beg to propose the adoption of the Report and Statement of Accounts. After the proposal has been seconded and before voting on the motion before the meeting, I shall be pleased to answer to the best of my ability any questions which shareholders may have to ask.

In concluding Mr. Humphreys said: Mr. Chairman and Gentlemen—

The seconding of the Bank Report and Statement of Accounts is, so far as I am concerned, becoming a sort of family habit. My father did it on several occasions and I remember Mr. Fraser Smith used to refer to him in his paper as the Champion second-

ing of accounts. Although I can lay no claim to being anything of the kind, this will make the third occasion I have seconded the Bank Report. I seconded the accounts when the capital of the Bank was increased in 1907 from \$10,000,000 to \$15,000,000, so now your Chief Manager considers I ought to repeat the performance on the eve of the increase from \$15,000,000 to \$20,000,000. I said to the Chief Manager the other day, I thought that anyone who seconded the accounts more than three times should receive a bonus. He replied he had no objection but in such an event he would see to it that no one was asked to second the accounts more than three times.

I do not profess to be able to follow the intricacies of exchange or politics in China, so I shall refrain from comment on those thorny topics, but it does not require a Napoleon of finance to realise that when a pound sterling only buys about 7/6 worth of goods on a pre-war basis, more capital is required to carry on a business, and the business of this Bank, Gentlemen, as you are doubtless aware, not only stupendous, but increasing all the time. The issue price of the new shares viz. £70 is, in the circumstances, a fair one and will commend itself to those shareholders who look upon the increase of prestige and earning power of the Bank as the first consideration.

The proposed bonus of 20 per cent. to the staff will, I am sure, meet with your cordial approval.

Before sitting down I would like to say a few words about our late Chief Manager and our present one. We all feel pleased and honoured, that the valuable services of Mr. Stubb to this great Institution have been recognized by His Majesty the King in the shape of a Knighthood. As regards the present Chief Manager, I am confident he will prove a worthy successor to his illustrious predecessors. I knew him personally when we were both very young men, and for that reason have watched his advancement step by step to the highest rung in the ladder with more than passing interest. I have now much pleasure in seconding the Report and Statement of Accounts.

The Chairman: There being no questions, as proposed by myself and seconded by Mr. H. Humphreys, the motion now before the meeting is the adoption of the Report and Statement of Accounts as presented. Will those in favour kindly hold up their hands? Those against? Carried unanimously. The business now before the meeting is the election of Directors.

Mr. T. E. Pearce: I have much pleasure in proposing that the appointment of Mr. G. M. Dodwell, Mr. A. S. Gubbay, Mr. G. T. M. Edkins, and Mr. A. O. Lang as Directors be confirmed and that the Hon. Mr. E. V. D. Farr, Mr. A. H. Compton and the Hon. Mr. P. H. Holyoak be re-elected Directors.

Mr. A. E. Griffin: I beg to second that.

The Chairman: It is proposed by Mr. T. E. Pearce and seconded by Mr. A. E. Griffin that the appointment of Mr. G. M. Dodwell, Mr. A. S. Gubbay, Mr. G. T. M. Edkins and Mr. A. O. Lang as Directors be confirmed and that the Hon. Mr. E. V. D. Farr, Mr. A. H. Compton and the Hon. Mr. P. H. Holyoak be re-elected Directors. Will those in favour kindly hold up their hands? Those against? Carried unanimously. The business now before the meeting is the election of Auditors.

Mr. F. Smyth: I have much pleasure in proposing that Mr. F. Maitland and Mr. E. A. M. Williams be re-elected auditors for the year.

Mr. L. Dumbur: I beg to second that.

The Chairman: It is proposed by Mr. Smyth and seconded by Mr. L. Dumbur that Mr. F. Maitland and Mr. E. A. M. Williams be re-elected Auditors for the year. Will those in favour kindly hold up their hands? Those against? Carried unanimously.

Mr. G. C. Moron: Gentlemen, I wish to make a proposal which I think will meet with the general approval of those concerned and I think will give you as great pleasure to pass with unanimity as it does me to put the Resolution.

The Directors' Fees of this Bank were fixed at \$20,000 per annum when the Bank was incorporated; they were raised to \$30,000 in 1894—figures which they have remained ever since—that is to say over a period exceeding a quarter of a century. During this interval the capital of the Bank has been doubled and the total liabilities of this great Corporation have increased nearly four times.

In view of the increased and increasing responsibilities of the Court of Directors and in recognition of the ability and skill which have marked their conduct of our affairs I formally propose

(Continued on Back Page)

COMPANY MEETING.

(Continued from Front Page.)

That the annual fees of the Directors of the Hongkong & Shanghai Banking Corporation be raised from their present total of \$30,000 to \$50,000.

I venture to suggest, more commensurate with the work involved.

I trust that this proposal will find a ready second and meet with the unanimous approval of this meeting.

Mr. T. E. Pearce: I have pleasure in seconding that.

The Chairman: It is proposed by Mr. Moxon and seconded by Mr. T. E. Pearce that the annual fees of the Directors be increased from their present figure of \$30,000 to \$50,000. Those in favour kindly hold up their hands? Against? Carried unanimously.

Gentlemen, on behalf of the Directors, I should like to tender you our very best thanks for the resolution you have unanimously passed. I should like to say it comes as a complete surprise to your Directors and they will do their utmost to continue to deserve the confidence that you have shown in them.

Mr. Kewick said he had been asked to propose a vote of thanks to the Directors and staff. It had already been referred to by the previous speakers so that there remained little to be said. They knew that the Directors brought to the Councils of the Bank expert knowledge of the trade and finance of the Far East, but from personal experience, having sat on the Board of Directors, he thought it was due to the Chief Manager, the sub-managers and the staff that the Bank was so successful. They had just increased the remuneration of the Directors and had voted a bonus to the staff and he hoped the shareholders would be able to repeat that performance. He did not know if a second had been appointed but he thought it hardly needed one. He was sure they would carry it with applause.

The motion was carried with acclamation.

The Chairman: Thank you very much. That is all the business. Thank you for your attendance. Dividend warrants will be ready on Monday.

CORRESPONDENCE.

MEDICAL AID FOR CHILDREN.

(To the Editor of the "China Mail.")

Sir,—On the 17th instant the Colonial Secretary (in reply to Mr. Pollock) stated that the Government did not consider it desirable to make the neglect to provide "Medical Aid" for children a statutory offence.

Such neglect has been a statutory offence in England since 1868 at least, but in Hongkong the neglect of any child under the age of two was not made punishable by Ordinance until 1913, when Sir John Bucknill (at my suggestion) introduced what may be described as the first Article of the Charter of the "Moi Tsai" and other children.

This enacted (in effect) that neglect to provide a child under 16 with adequate food, clothing, lodging, recreation, or a parent, master, or mistress liable to punishment.

The words "Medical Aid" which occur in the English Act, were omitted, probably because this step towards the Protection of Children was regarded as an experiment.

Since 1913, however, I have been a considerable advocate in opinion on the subject amongst the Chinese as well as the other allied nations.

At the present time the majority of the residents in this Colony know that "Medical Aid" can be obtained readily, either from the numerous private practitioners, or from the public hospitals and dispensaries, and that at the latter, the parents (if Chinese) will be attended by practitioners and assistants of their own nationality.

As advice and medicine are provided free of charge to those who cannot afford to pay, poverty is no excuse for neglect.

Under the law of the Colony as it stands, a parent or mistress may allow a child to suffer from a curable disease, or to become injured or disabled for life, and yet probably escape punishment although there is a hospital or public dispensary offering the requisite "Medical Aid" within easy reach.

It is difficult to see why Hongkong, which supports its hospitals with liberality, should be fifty years behind the times in this respect, and it is to be hoped that the present European members of Council, who (as we are assured by Mr. Winston Churchill) are fully able to represent the British attitude on all social questions, will not allow this question to rest in its present unsatisfactory state.

Yours truly,
F. B. L. BOWLEY.
(Hongkong, February 26)

HONGKONG JOCKEY CLUB RACES.

(Continued from Page 5.)

4.—THE TYTAM HANDICAP. "A" CLASS.—For Subscription Grifins of both classes of this season 1920-1921 that have run at this meeting. Winner \$500; second \$200; and third \$100. Entrance \$10. Once round.

Part-mutuel:
Winner, \$94.10
Places—1st \$23.50
2nd \$8.00
3rd \$13.90

Cash Sweeps:
Ticket No. 606 1st \$2,537.50
" 568 2nd \$725.00
" 806 3rd \$362.50
Unplaced ponies \$175.00
Commission \$950.00
Total \$4,750.00

Unplaced ponies \$25.00 each, ticket Nos. 243, 606, 444, 568, 236, 790, 806, 656, 774, 607.

Mr. Wobbe's Flywheel, 143lb (Mr. Wullenmuir)
Sir Ellis Kadorie's Resolute, Bay Chief, 158lb (Mr. Knoll)
Mr. Fash's Aspirin, 162lb (Mr. Heard)

Mr. Tapside's Mountain Stream, 143lb (Mr. Bell Irving)
Sir Paul's Delight Dahlia, 157lb (Mr. Vida)
Mr. F. B. Deacon's Prime, 159lb (Mr. Seth)
Mr. John Peel's Umpty, 150lb (Mr. Johnston)

Mr. Towers's Marble Tia, 155lb (Mr. Hill)
Hon. Mr. P. H. Holyoak's Redbird, 143lb (Mr. White)
Mr. Scores's Field Child, 153lb (Mr. Soares)

A head; a neck.
A good start was made. Redbird led, with Delight Dahlia second and Flywheel third at the bend and the others strung out behind. At the Black Rock the order was, Redbird, Delight Dahlia, Flywheel, and Umpty, the last mentioned going strong. At the home stretch Repulse Bay Chief and Aspirin spurred, as also did Flywheel. They beat the field and a neck to neck struggle followed between the three, resulting in Flywheel first, Repulse Bay Chief second, and Aspirin third.

Time: 1:55 2/5.
4.—THE TYTAM HANDICAP. "B" CLASS.—For Subscription Grifins of both classes of this season 1920-1921 that have run at this meeting. Winner \$500; second \$200; and third \$100. Entrance \$10. Once round.

Part-mutuel:
Winner, \$21.90
Places—1st \$7.90
2nd \$10.70
3rd \$17.30

Cash Sweeps:
Ticket No. 848 1st \$2,335.00
" 653 2nd \$810.00
" 396 3rd \$405.00
Unplaced ponies \$150.00
Commission \$1,050.00
Total \$5,250.00

Unplaced ponies \$25.00 each, ticket Nos. 11, 848, 256, 653, 336, 199, 517, 431, 283.

Mr. John Peel's Tiddleywinks, 153lb (Mr. Johnston)
Mr. Gilpin's Raggedyann, 145lb (Mr. Knoll)
Mr. Ritchfield's White House, 148lb (Mr. Doyle)

Capt. Henderson and Mr. Dyer's North, 145lb (Mr. Hancock)
Mr. Carpenter's Don Carlos, 147lb (Mr. Soares)
Mr. Martinho's Evergreen, 144lb (Mr. Nemaze)

Mr. McMase's Paraventure, 147lb (Mr. Seth)
Mr. Billiards' Square Measure, 145lb (Mr. Timmis)
Mr. A. R. Lowe's Benenden, 144lb (Mr. Spinks)

Two lengths; one and a half lengths.
A good race. They passed the line in the following order: Raggedyann, Evergreen, and North leading, and the others in a bunch behind. Rounding the top bend North assumed the lead and kept it up until the Black Rock when he fell back. Here Tiddleywinks took third place, Evergreen also dropping back. They closed up at the home stretch where Tiddleywinks and White House shot out. Tiddleywinks managed to beat Raggedyann for first place but White House could not manage it and was a good third.

Time: 1:57 2/5.
5.—THE HONGKONG HANDICAP. "A" CLASS.—Open to all China Ponies entered at this meeting. Winner \$500; second \$200; and third \$100. Entrance \$10. One mile and a quarter.

Part-mutuel:
Winner, \$27.00
Places—1st \$10.00
2nd \$6.20
3rd \$9.70

Cash Sweeps:
Ticket No. 378 1st \$3,195.50
" 281 2nd \$913.00
" 1118 3rd \$456.50
Unplaced ponies \$75.00
Commission \$1,150.00
Total \$5,800.00

Unplaced ponies \$25.00 each, ticket Nos. 181, 1045, 841, 662, 1077, 1121, 566, 1053, 445, 1013, 620.

Talisman (Mr. Timmis)
Springer (Mr. Sargeant)
Taipo Chief (Mr. Sutton)
Lighting (Mr. Spragg)
Tomk (Mr. Samut)
Jaxrocks (Mr. Dodington)
Honesty Onion (Mr. Greenless)
Patrick (Mr. Sturge)
Fighting Light (Mr. Blood)
Murphy (Mr. Thompson)

Unplaced ponies \$25.00 each, ticket Nos. 281, 775, 1141, 132, 578, 1118. Sir Paul's Empire Dahlia, 161lb (Mr. Vida)

Mr. Gilpin's Triumph, 158lb (Mr. Knoll)
Sir Ellis Kadorie's Hongkong Chief, 164lb (Mr. Soares)
Mr. John Peel's Slam, 152lb (Mr. Johnston)

Mr. Henry Humphreys' Speckled Mouse, 155lb (Mr. Hill)
Mr. Fash's Dolphin, 158lb (Mr. Heard)
Half a length; one length. Time: 2:12.

A good start was made. Empire Dahlia led followed by Triumph and Hongkong Chief. Passing the stands Hongkong Chief led for a time followed by Empire Dahlia, Triumph, and Dolphin. Passing the judges' box for the first time the order was, Empire Dahlia, Slam, and Hongkong Chief. Slam went second at the bend with Hongkong Chief in close attendance. At the back stretch Triumph and Speckled Mouse ran level with Hongkong Chief.

The same order was kept coming into the home straight where Empire Dahlia spurred followed by Triumph, Slam and Hongkong Chief, the Chief just beating Slam for third place as they passed the judges' box.

5.—THE HONGKONG HANDICAP. "B" CLASS.—Open to all China Ponies entered at this meeting. Winner \$500; second \$200; and third \$100. Entrance \$10. One mile and a quarter.

Part-mutuel:
Winner, \$26.10
Places—1st \$11.40
2nd \$21.50
3rd \$21.50

Beggar King \$7.30, and Forest Child \$22.10.
Cash Sweeps:
Ticket No. 619 1st \$2,856.70
" 566 2nd \$816.20
" 515 and 562 3rd \$204.05 each
Unplaced ponies \$175.00
Commission \$1,064.00
Total \$5,320.00

Unplaced ponies \$25.00 each, ticket Nos. 1042, 619, 566, 416, 315, 1104, 510, 1064, 887, 562.

Mr. John Peel's Coat of Arms, 158lb (Mr. Johnston)
Mr. Sear's Bolshevic, 148lb (Mr. Doyle)
Mr. E. Des Vaux's Beggar King, 145lb (Mr. Knoll)
Mr. Stephen's Hutton, 146lb (Mr. Wullenmuir)

Mr. Bell Irving's Jugglbury Crowdy, 146lb (Mr. Bell Irving)
Mr. Seth's The Amer, 151lb (Mr. Heard)
Mr. Fash's Harlequin, 153lb (Mr. Hill)
Mr. McMase's Savernake, 147lb (Mr. Seth)

Mr. Ferdinand's Pawnshop, 150lb (Mr. Soares)
Mr. Scores's Forest Child, 145lb (Mr. White)
Half a length; three quarters of a length.

A good start. Forest Child and Jugglbury Crowdy took the lead, the former half a length in front. Passing the stands for the first time the order was, Forest Child, Coat of Arms, and Pawnshop. The same order was kept at the bend. At the back stretch Coat of Arms ran level with Forest Child and led up the incline. Jugglbury Crowdy was last. Coat of Arms led into the home straight where Pawnshop fell back and Bolshevic secured second place. Beggar King and Forest Child had a neck to neck struggle and passed the judges' box level.

Time: 2:39 4/5.
6.—THE UNITED SERVICES RACE.—For all China Ponies owned and ridden by members now serving of His Majesty's Regular Forces or the Civil Service. Cash weights 160lb. or over. Four starters or no race. Post entries. Winner \$250; second \$100; third \$50. Three quarters of a mile.

Part-mutuel:
Winner, \$24.60
Places—1st \$11.20
2nd \$17.30
3rd \$7.90

Cash Sweeps:
Ticket No. 1077 1st \$3,360.00
" 662 2nd \$960.00
" 1121 3rd \$480.00
Unplaced ponies \$200.00
Commission \$1,250.00
Total \$6,250.00

Unplaced ponies \$25.00 each, ticket Nos. 181, 1045, 841, 662, 1077, 1121, 566, 1053, 445, 1013, 620.

Talisman (Mr. Timmis)
Springer (Mr. Sargeant)
Taipo Chief (Mr. Sutton)
Lighting (Mr. Spragg)
Tomk (Mr. Samut)
Jaxrocks (Mr. Dodington)
Honesty Onion (Mr. Greenless)
Patrick (Mr. Sturge)
Fighting Light (Mr. Blood)
Murphy (Mr. Thompson)

Three quarters of a length; two lengths.
A good race. Springer, Talisman, and Taipo Chief detached themselves from the rest and ran home many lengths in front. Springer was beaten by Talisman just at the judges' box. Taipo Chief was third. These three were the only ponies in the picture right through the race.

Time: 1:36.

7.—THE "ALSO RAN" STAKES.

Winner \$250; second \$100; third \$50. For Subscription Grifins of both classes of this season that have run at this meeting and not been placed. Weight for inches as per scale. (Jockey allowance.) Four starters or no race. Post entries. Entrance fee \$5 to be paid at time of entry. One mile.

Part-mutuel:
Winner, \$23.50
Places—1st \$6.10
2nd \$5.50
3rd \$7.80

Cash Sweeps:
Ticket No. 15 1st \$3,363.50
" 273 2nd \$961.00
" 686 3rd \$400.50
Unplaced ponies \$75.00
Commission \$1,220.00
Total \$6,100.00

Unplaced ponies \$25.00 each, ticket Nos. 15, 686, 273, 790, 940, 191. Mr. Allaire's Jock, 153lb (Mr. Bell Irving)

Mr. Basso's Shooting Star, 155lb (Mr. Hill)
Mr. Brickett's Belisario, 153lb (Mr. Jardine)
Capt. Henderson and Mr. Dyer's South, 150lb (Mr. Hancock)

Mr. Sear's Greyfriar, 144lb (Mr. Spinks)
Capt. Henderson and Mr. Dyer's West, 153lb (Mr. Doyle)
Three lengths; one and a half lengths.

A good start. They passed the stands for the first time in the following order: Shooting Star, Jock, Beldorney, and South, with the other two behind. Jock shot in front at the top bend and led from Beldorney by one length. Shooting Star was third. The same order was kept at the back stretch and bottom bend. In the home straight Shooting Star beat Beldorney for second place.

Time: 2:11.
8.—THE "LOITERERS" STAKES. Winner \$250; second \$100; third \$50. For all Grifins that have run at this meeting and not won. Weight for inches as per scale. Subscription Grifins that have run at this meeting and been placed second allowed 3lb.; those that have been placed third allowed 5lb.; unplaced Subscription Grifins of both classes allowed 10lb. (Jockey allowance.) Four starters or no race. Post entries. Entrance fee \$5 to be paid at time of entry. Once round.

Part-mutuel:
Winner, \$9.00
Places—1st \$5.50
2nd \$10.00
3rd \$7.00

Cash Sweeps:
Ticket No. 47 1st \$3,210.90
" 812 2nd \$617.40
" 443 3rd \$458.70
Unplaced ponies \$225.00
Commission \$1,203.00
Total \$6,015.00

Unplaced ponies \$25.00 each, ticket Nos. 1137, 443, 810, 526, 47, 1106, 213, 812, 1061, 665, 1102, 568. Sir Paul's Hope Dahlia, 160lb (Mr. Vida)

Mr. Macgregor's The Renown, 163lb (Mr. Hill)
Mr. Fash's Javelin, 155lb (Mr. Heard)
Mr. Soares's Forest Child, 152lb (Mr. Soares)

Mr. G. H. Potts's Muscovite King, 152lb (Mr. Hill)
Mr. Soares's Dandy Child, 148lb (Mr. Gibson)
Messrs. Moxon and Mackie's Tweedledum, 155lb (Mr. Bell Irving)

Wessis, Goe and Gussie's Dollar Bill, 152lb (Mr. White)
Mr. Stephen's Spynie, 150lb (Mr. Doyle)
Sir Ellis Kadorie's Stanley Chief, 158lb (Mr. Knoll)

Mr. Towers's Grey Tie, 145lb (Mr. Nemaze)
Mrs. Johnstone's Adventurer, 163lb (Mr. Johnston)
One length; one head.

Three false starts were made. Eventually they got off nicely. Hope Dahlia and Spynie led with the others in a bunch behind. Grey Tie was last but gained ground at the bend. Spynie got level with the Dahlia at the next stretch. The Dahlia led at the bend into the straight where Javelin spurred and took second place. Near the winning post The Renown, who had hitherto been out of the picture, spurred strongly and beat Javelin for second place. The Dahlia was a good first.

Time: 1:54.
9.—THE "FINALE" STAKES. Winner \$250; second \$100; third \$50. For Horse Babas Subscription Grifins of this season that have run at this meeting and not won. Weight for inches as per scale. (Jockey allowance.) Unplaced runners at this meeting allowed 5lb. Four starters or no race. Post entries. Entrance fee \$5 to be paid at time of entry. Half mile.

Part-mutuel:
Winner, \$37.70
Places—1st \$10.40
2nd \$9.30
3rd \$17.90

Cash Sweeps:
Ticket No. 389 1st \$2,947.00
" 1134 2nd \$842.00
" 472 3rd \$421.00
Unplaced ponies \$350.00
Commission \$1,120.00
Total \$5,700.00

Unplaced ponies \$25.00 each, ticket Nos. 1134, 700, 288, 93, 647, 492, 389, 821, 871, 472, 797, 333, 530, 218, 654, 899, 628.

Sir Paul's Mystic Dahlia, 152lb (Mr. Vida)
Mr. John Peel's Kity, 154lb (Mr. Johnston)
Messrs. Moxon and Mackie's The Carpenter, 155lb (Mr. White)

Mr. Patterson's Norwich, 149lb (Mr. May)
Mr. Humphreys's Meadow Mouse, 152lb (Mr. Knoll)
Mrs. L. N. Lee's Sleeping Hicough, 147lb (Mr. Bell Irving)

Mr. Stephen's Dunghies, 147lb (Mr. Wullenmuir)
Mr. Ritchfield's Brown House, 146lb (Mr. Doyle)
Messrs. Hoie and Lay's By Jingo, 148lb (Mr. Seth)

Mr. Brickett's Blackspot, 150lb (Mr. Jardine)
Dr. Forsyth's Neston, 145lb (Mr. Nemaze)
Capt. Henderson and Mr. Dyer's East, 142lb (Mr. Hancock)

Brig-Gen. Macnaghten's Giveaway, 155lb (Mr. Hill)
Mr. Potts's Jazz King, 150lb (Mr. Potts)
Mr. Carpenter's Don Juan, 155lb (Mr. Soares)

Mr. Billiards' Square Measure, 145lb (Mr. Timmis)
Mr. Fash's Phenacotin, 151lb (Mr. Heard)
A head; a neck.

No less than seven false starts were made. When eventually they got off several were left behind. The race was a fast one. All in a string with Mystic Dahlia in front, The Carpenter second, and Jock third. The same order was kept right through. Jock beat The Carpenter for second place just as they passed the judges' box. By Jingo and Don Juan ran strongly but were not placed.

Time: 1:01.
10.—THE "LAST CHANCE" PLATE.—Winner \$250; second \$100; third \$50. For "Larsen" Subscription Grifins that have run at this meeting and not won. Unplaced runners at this meeting allowed 5lb. Weight for inches as per scale. (Jockey allowance.) Four starters or no race. Post entries. Entrance fee \$5 to be paid at time of entry. Half a mile.

Part-mutuel:
Winner, \$17.50
Places—1st \$8.10
2nd \$9.80
3rd \$6.80

Cash Sweeps:
Ticket No. 586 1st \$3,705.10
" 1228 2nd \$1,058.60
" 681 3rd \$529.30
Unplaced ponies \$175.00
Commission \$1,367.00
Total \$6,835.00

Unplaced ponies \$25.00 each, ticket Nos. 586, 681, 1228, 821, 698, 957, 319, 1179, 429.

Mr. John Peel's Ahmee, 153lb (Mr. Johnston)
Mr. Grimstone's Scottie, 153lb (Mr. Knoll)
Mr. Saint's St. Anthony, 150lb (Mr. Doyle)

Mr. Carpenter's Don Carlos, 152lb (Mr. Soares)
Mr. Bell-irving's Miserrimus Doleful, 153lb (Mr. Bell Irving)
Mr. L. N. Lee's Now-or-Never, 152lb (Mr. White)

Mr. A. R. Lowe's Benenden, 145lb (Mr. Spinks)
Sir Paul's Blackbird Dahlia, 155lb (Mr. Vida)
Mr. Medico's Seven Dials, 145lb (Mr. Thompson)

Mr. Phyd's Calligra, 150lb (Mr. Seth)
Many lengths; two lengths.
A very fast race. Ahmee took the lead from the start and romped home an easy winner lengths in front of the others. The Dahlia was a good second until the home straight where she was reached when Scottie and St. Anthony both spurred and beat him easily. The time made by Ahmee in this race is a record for the local half mile, being 3/5 of a second less than the time made in 1894 by Hard Times, 1911 by Invicta and 1915 by Jed, whose time was 59 dead.

Time: 1:58 2/5.
Has the electric drive any distinct advantages over the reciprocating engine? One is led to put the question if only because of the activity displayed in the States in this regard. I am told that the United States Shipping Board is installing the electric drive in no fewer than twelve of its ships, some of which are as much as 12,000 tons. It is claimed in the States that this method possesses the following advantages over the reciprocating engine:—Fifty to 25 per cent. more economical; durability; and freedom from repairs; 20 per cent. saving in over-all machinery weight; simplicity of installation and operation; constant speed in heavy seas, due to freedom from racing; absence of vibration; still stealer; comfort and reduced noise; and elimination of shaft stress and bending by placing the motor in the stern; full power ahead or astern.

What do British shipbuilders say?

STEAMSHIP FARES.

THE NEW ECONOMY.

CATERING FOR THE REAL EMPIRE BUILDERS.

At the present time, owing to high costs and the low value of money, there is an insistent demand for economy, more particularly among those called, for want of a better collective title, the "Middle Classes." It is on this unfortunate class of the community that taxation and high living costs bear most heavily, hence it is imperative for them to watch most carefully their expenditure. What affects the middle class affects, in a less degree, the labouring class.

The evidence of this new economy is plain to those of us who travel to our work by train from outlying districts; the erstwhile first class passenger now travels third. What applies to railway travel, applies in no less degree to steamships; the man who could afford to travel first class in the good old days before the war now finds the second class fare as much as he can afford to pay, while the old second class passenger is often forced to travel third. This, indeed, an unfortunate position, so far as the shipping industry is concerned; it means, in effect, that the tourist traffic that formed so large a part of the passenger business before the war has been killed by high transportation costs; what remains is purely utilitarian—the business man and the emigrant.

It must be evident to everyone that the greatness of the British Empire has been largely built up by the second and third class passengers, and that in the future it is a similar class of people we must encourage to fill the empty spaces of our vast overseas Dominions. To-day the existence of this great Imperial asset is in jeopardy. Third class fares are now £19 to Canada, £24 to South Africa, and £40 to Australia, rates which make emigration to any but reasonably well-to-do people almost prohibitive. But it is not difficult to fix the responsibility for the great increase. A new steamer of about 20,000 tons of the North Atlantic service now costs about £1,700,000 to build, as against £550,000 in 1914. To cover the difference between these two figures calls for an expenditure on account of insurance, depreciation and interest of £20,000 per round voyage. In such a ship cost for the round voyage would be £4,500; now it costs £24,000. Repairs which were at £1,700 have now grown to £7,700, while provisions about £8,000 instead of £3,000, and wages have increased from £2,500 to £9,000. The net effect is that it now costs £60,000 more to run a ship of this type out and home than it did before the war. It is very apparent that the need for reducing the cost of ocean travel is vital, and can only be done by the closest co-operation between shipbuilder, shipowner and labour.

A number of the leading shipping companies, with their characteristic business acumen, have taken steps to check, so far as is at present possible, any further rise in fares. The Cunard Company is building its new ships to carry only "cabin" and third class passengers, while the C.P.O.S. has three steamers of the same class now building. It is significant that the latter company will have, when these steamers are completed, no less than 15 ships in its Atlantic service carrying cabin and third class passengers only, while it has but two vessels carrying first, second and third class.

It is all to the good that the leading shipping companies realise that it is the less wealthy people who are the real Empire builders, and that every facility must be extended to them. This knowledge might well be absorbed by other industries to the benefit of the community and the Empire.

One fatal case of cerebro-spinal fever, Chinese, was reported yesterday.

The police yesterday found a gold tie pin and a couple of bank notes on the racecourse. Communications relating to them should be addressed to the Chargeroom Officer, Central Station.

On account of the remarkable increase of trade between China and India of recent years and the large number of Chinese who are now in India, the Peking Government is considering the matter of sending Chinese Consuls to the different important cities in India.

Considerable comment is being made in New York as to the enforcement of the Prohibition Law on United States steamers at sea, or in foreign ports, and a strong statement has been issued by Mr. Winthrop Narvin, the general manager of the American Steamship Owners' Association, on this subject, in which he points out that if this rule becomes effective it will deal a serious blow to the United States Merchant Marine, and emphasises the point that three billion dollars have been invested in the Merchant Marine, and that, as a result, the enforcement of the proposed Act at sea, United States tonnage will be robbed of the support of passengers on the regular lines being put into operation to South America and Europe.

Many questions were asked as to the use of the Admiralty yacht, "Erchantress," by the First Lord of the Admiralty. It appeared that there is no limit to his cruises in the yacht, during which he lives at the charge of the State, that theoretically he could cruise in her for a whole year, and that it has occasionally happened that Cabinet Ministers other than the First Lord have accompanied members of the Board of Admiralty in their official visits to British and foreign ports, and these Ministers have been virtually on board without charge to themselves, being properly regarded as travelling on Government business.

Mr. Chamberlain stated that Mr. Lloyd George is making a greater sacrifice than he ought to be called upon to make from his sense of public duty, and that Mr. Lloyd George had said that "in the present conditions of national finance, an increase in the Prime Minister's salary could not be admitted."

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"DELWARA"	8,000	9th Mar.	Singapore, Colombo & Bombay.
"ALFORD" (Cargo)	8,000	15th Mar.	Do.
"KARALA"	8,000	18th Mar.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATON APCAR"	4,510	14th Mar.	Celebes, via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	9th Mar.	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"EASTERN"	4,000	15th April	

SAILINGS TO SHANGHAI & JAPAN

"DELWARA"	8,400	27th Feb.	Shanghai and Kobe.
"TANDA"	7,000	28th Feb.	Shanghai and Kobe.

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NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAY and TUESDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

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TOYAMA MARU ... Friday, 11th Mar., at 11 a.m.

KANBIMA MARU (omit. Manila) ... Wednesday, 30th April, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KLEISI MARU ... Friday, 11th Mar., at 11 a.m.

KISHIMA MARU ... Friday, 18th Mar., at 11 a.m.

SAIO MARU ... Friday, 1st Apr., at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU ... Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU ... Saturday, 15th March.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Friday, 25th Mar., at 11 a.m.

NIRKO MARU ... Tuesday, 15th Apr., at 11 a.m.

NEW YORK via Suez.

AKITSU MARU ... Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU (Sailing from Singapore) ... Friday, 4th March.

BOMBAY & COLOMBO via Singapore.

DELAGOA MARU ... Saturday, 26th Feb., at Noon.

DELAGOA MARU ... Thursday, 17th March.

CALCUTTA & RANGOON via Singapore & Penang.

TOYOOKA MARU ... Thursday, 3rd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIRKO MARU ... Wednesday, 16th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YOKOSHI MARU ... Saturday, 26th February.

MUROGAN MARU ... Sunday, 27th February.

KINAKO MARU ... Thursday, 3rd Mar., at 11 a.m.

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NOTICES TO CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

"THE Company's Steamship"

"SADO MARU."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 2nd March, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, February 24, 1921.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From MIDDLESBRO, LONDON AND STRAITS.

HE Steamship

"BENARTY."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 5th March, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

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Hongkong, February 21, 1921.

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"Lancaster" ... 2nd March.

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"West Henshaw" ... 19th March.

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SAILINGS FROM HONGKONG.

S.S. "EURYPYLUS" ... Sailing date, 2nd March.

S.S. "KENTUCKY" ... Sailing date, 4th March.

S.S. "LABETTES" ... Sailing date, 2nd March.

S.S. "SWAZI" ... Sailing date, 19th April.

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"THE PATHWAY OF THE SUN."

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PERFIA MARU ... 2,000 ... Feb. 28th.

KOREA MARU ... 3,000 ... Mar. 7th.

STEBERIA MARU ... 2,000 ... Mar. 18th.

KENYO MARU ... 2,000 ... April 3rd.

SEINTO MARU ... 2,000 ... April 15th.

(Uniting call at Shanghai. Sailing at Dairen instead of Nagasaki.)

SOUTH AMERICAN LINE.

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VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

THENCE BY TRAIN-ANDRAN ROUTE TO BUENOS AYRES.

STRANIERI

ANYO MARU ... 18,700 ... Mar. 15th.

HAYO MARU ... 14,000 ... Apr. 9th.

SEIKYO MARU ... 14,000 ... May 12th.

*Carrying Cargo only.

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VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

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Regular monthly service between

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Steamer. Loading. For Sailing.

TOJIMANONE ... Mar. ... Rotterdam & Hamburg ... 15 Mar.

ALDEBRAMIN ... Apr. ... Amsterdam & Hamburg ... 10 Apr.

BOERBO ... May ... Rotterdam & Hamburg ... 10 May.

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(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE Steamship

"VAN CLOON"

will be despatched on the 2nd of March.

SINGAPORE, and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

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FOR LADIES

NEW MILLINERY,

NEW RIBBONS,

NEW FLOWERS,

NEW OVERCOATS,

NEW COSTUMES,

NEW CORSETS.

FOR GENTS

NEW FELT HATS,

NEW SHIRTS,

NEW PYJAMAS,

NEW GLOVES,

NEW HANDKERCHIEFS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

The latest discovery of modern times, is without equals all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital force, loss of vitality, nervousness, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, headache, beating down sensations, wasting diseases, consumption, night sweats, muddy, light-colored water, etc., are all so many different phases of brain and nerve weakness and exhaustion, the cause of by far the greater portion of the misery, ill-health and dependency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all wasting, wasting discharges, restores the failing energies, and imparts new life and vigor to those who had so recently seemed played out, used up and valueless.

VETARZO Blood Medicine. See next location for full particulars. Send stamped address to REMEDIES CO., GOSPEL DAK, LONDON. Unrepeated versions may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. SOLD BY BOOTHS, CASH CHEMISTS.

SPORT

LEAGUE FOOTBALL.

TO-DAY'S MATCHES.

Following are the first and second division matches of the Hongkong Football League scheduled to be played off this afternoon:—

DIVISION I.

H.M.S. "Tiania" v. Kowloon, Navy "A" ground, 4.30 p.m. Referee, Mr. Hollands.

S.C.A. v. Hongkong Police, S.C.A. ground, 4.30 p.m. Referee, Mr. Wills.

DIVISION II.

Staffs v. R.G.A. Reserves, St. Joseph's ground, 4.30 p.m. Referee, Mr. Chessley.

Kowloon Res. v. H.M.S. "Carlisle," St. Joseph's ground, 3 p.m. Referee, Mr. Masters.

S.C.A. Res. v. Punjabis, S.C.A. ground, 3 p.m. Referee, Mr. Andrews.

Club Res. v. St. Joseph's, Navy "B" ground, 4.30 p.m. Referee, Mr. Sayer.

All the above matches were postponed from last week owing to the "Shield" Competition. The games fixed for to-day in the official fixture list have been postponed until March 12.

In the first division of the League, the "Tiania" should have no excuse for not securing the two points at stake in their match against Kowloon, while the Police and South China should play a good game together.

The points at stake in the second division matches should go to the R.G.A. Res., "Carlisle," South China and St. Joseph's respectively.

UNITED SERVICES LEAGUE.

One match in this league is down for decision at Sookumpoo Valley this afternoon, when the R.G.A. meet the "Hawkins." A good, close game is assured, with the result very much in doubt. Mr. Leaf will referee.

CANTON BILLIARDS.

CUSTOMS CLUB TOURNAMENT.

In the semi-final of the annual handiicap tournament for the Billiards Championship of the Canton Customs Club, played on Wednesday, W. Read (-200) defeated A. Hamson (scr.) 250-238.

Read will now meet W.O. Pegge in the final.

In the Bachelors' Handicap tournament of the same Club, W. Brazier beat S. M. Clark in the semi-final, and in the final against C. O. Dregge (-60) on Wednesday, Brazier (-40) was defeated after a very close game.

COMING TO HONGKONG.

H. B. Waring Company.

SUCCESS IN INDIA.

The H. B. Waring Co., who are advertised to open in China during April, are at present playing for the third time in Calcutta, and meeting with even greater success than on their previous visits owing to the fact that they have now a very extensive repertoire in which they are all letter-perfect after such a long tour. On their opening night in Calcutta this time "The Witness For the Defence" was presented, the well-known Anglo-Indian play by A. C. Mason, and in this the Company scored a great success. The Company should meet with a warm reception here owing to the fact that it is rarely a really good English Repertory Company is seen out here.

KINEMA NOTES.

HONGKONG THEATRE.

GOOD PROGRAMME.

The new programme at the Hongkong Theatre to-day incorporates a beautiful Paramount picture, "The Antics of Ann," featuring captivating Anna Pennington. The mysterious Orville will further intrigue the fancy of the audience with many new strange feats. At the 7.15 p.m. performance a sensational picture will be shown. Excellent pictures, several comedies included, are promised for to-morrow's matinee.

The finish of which was very exciting. It was anybody's game up to the last stroke.

TENNIS.

CHINESE INTERPORT.

The Hongkong Chinese Recreation Club has replied to the Straits Chinese Association's cable accepting their suggestion of a Chinese Tennis Interport tournament, and offering to play them at home. A telegram has since been received from Ipoh stating that a Straits Chinese team will make the trip to Hongkong early in April.

The telegram further stated that it is hoped that sufficient players to play three doubles and three singles matches, will be able to make the trip. The C.R.C. is making arrangements accordingly.

CHURCH SERVICES.

A CHURCH OF OUR DOLLAR IS MADE FOR ALL FUTURE ORDER THIS READING.

ST. JOHN'S CATHEDRAL.

HONGKONG 27th FEBRUARY, 1921.
3rd SUNDAY IN LENT.

Holy Communion at 7.50 a.m.

Matins at 11 a.m.

Cathedral Choir.

Responses, Ferial; Venite, Farrant

(10th); Psalm, 119 (v. 72 to 88).

Gospel, G. P. after 89; Te Deum.

Russell, Jones, Fyfe, Benedictus.

Garrett, Anthem, "O Love that casts out fear" (v. 1 and 4); Gani;

Hymns, 88 (T. 26). Preacher: The

Rev. The Lord Bishop of Victoria.

Subject: The Reunion of Christians.

Litany 12 (noon).

Evensong 6 p.m.

Auxiliary Choir.

Responses, Ferial; Psalm, 119 (v. 97 to 119); Te Deum, G. P. after 118; Magnificat, Turle (Sad evening); Hymns, Dimittis, Wesley; Hymns, 92, 281, 282.

The Wesleyan Church, Wanchai

(Opposite Royal Naval Hospital).

Sunday, February 27th.

Divine Service and Church Parade

10.15 a.m. Subject: The Gamble of Life.

Evening Service 8 p.m. Subject: The Hazard of the Cross: Rev. C. Clouston Funn, H. C. F. Afternoon 3 p.m. Children's Service and Sunday School: Friday, 6.45 p.m. Choir practice.

The Wesleyan Sailors' and Soldiers' Home (Corner of Arsenal Street).

Sunday 2 p.m. P.S.A. "Talks about the New Testament" by the

Chaplain, 8.15 p.m. Gospel Meeting.

Monday 8.15 p.m. Fellowship Meeting.

Tuesday 8.30 p.m. Parade 1st.

Wanchai Boy Scouts. Wednesday

Wesley Guild 8.15 p.m. Social Evening.

Thursday 8.15 p.m. S. C. A. Friday, 3 to 5 p.m. Ladies' Sewing

Meeting and Tea; 5.30 p.m. Bible Class and Rally for Boy Scouts.

First Church of Christ, Scientist, MacDonnell Road.

Sunday, 11.15 a.m.

Wednesday, 8.30 p.m.

DON'T RISK PNEUMONIA.

(YET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Storekeepers.)

DAIRY FARM NEWS.

FROZEN SMOKED FISH

"New shipment ex S.S. Glenamoy"

SELECTED FILLETS,

FINNAN HADDOCKS,

SELECTED KIPPERS.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

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YOUR BLOOD WANTS PURIFYING.

IF YOU are troubled with Eczema, Itchiness, Spots, Pimples, Bells, Sores or Eruptions of any kind continually burning through the skin.

IF YOU are suffering the same and pain of Red Legs, Abscesses, Ulcers, Scrofulous and Ulcerated Sores, Glandular Swellings, Blood Poison, etc.

IF YOU have that constant itching and inflammation of EYES.

IF YOU are in the grip of Rheumatism, Sciatica, Lumbago, Gout, etc.

All these are sure signs of clogging blood impurity, calling for immediate treatment through the blood, so don't waste your time and money on useless lotions and messy ointments, which cannot get below the surface of the skin. What you want and what you must have is a medicine that will get right to the root of your trouble, a medicine that will thoroughly free the blood of the poisonous matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising, and by rendering it clean and pure, can be relied on to effect a lasting cure.

The True Value of CLARKE'S BLOOD MIXTURE is certified by a most remarkable collection of unsolicited testimonials from grateful patients of all classes—patients who have been cured after doctors and hospitals have given them up as incurable—patients who have been cured after trying many other treatments without success—patients who not only have been cured of the particular skin or blood complaint from which they were suffering, but also have found great improvement in their general health. (See pamphlet round bottle.)

Over 50 years success. Pleasant to take and warranted free from anything injurious. Of all Chemists and Storekeepers. REFUSE SUBSTITUTES. SKIN & BLOOD DISEASES.

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CURBS ALL

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your RACE SUIT?

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GET ONE BEFORE OUR STOCK IS EXHAUSTED.

"HONGKONG EMPORIUM"

THE SINCERE CO., LTD.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES CHINA COAST, ETC.

SWATOW.

Feb. 27.-O.S.K.	Amakusa M.
Mar. 1.-O.S.K.	Kwongshang.
1.-D.L.	Shen Maru.
1.-C.N.	Chien Maru.
1.-C.S.N.	Choyang.
1.-C.S.N.	Choyang.
4.-D.L.	Haibong.
4.-C.S.N.	Waibong.
8.-D.L.	Haibong.

AMOI.

Feb. 27.-O.S.K.	Amakusa M.
Mar. 1.-O.S.K.	Kwongshang.
1.-D.L.	Shen Maru.
1.-C.N.	Chien Maru.
1.-C.S.N.	Choyang.
4.-D.L.	Haibong.
4.-C.S.N.	Waibong.
8.-D.L.	Haibong.

FOOCHOW.

Mar. 1.-D.L.	Haibong.
4.-D.L.	Haibong.
8.-D.L.	Haibong.

SHANGHAI.

Feb. 27.-C.N.	Chien Maru.
27.-P.O.	Chien Maru.
27.-C.S.N.	Kwongshang.
Mar. 1.-C.S.N.	Choyang.
1.-C.N.	Chien Maru.
1.-C.S.N.	Choyang.
2.-C.N.	Chien Maru.
2.-C.S.N.	Choyang.
3.-C.N.	Chien Maru.
3.-C.S.N.	Choyang.
14.-C.N.	Chien Maru.
14.-C.S.N.	Choyang.

TSINGTAO.

Feb. 27.-C.N.	Chien Maru.
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PUKOW.

Mar. 1.-C.N.	Chien Maru.
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HAIPHONG AND HOIHOW.

Mar. 2.-C.S.N.	Takung.
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KEELUNG.

Feb. 27.-O.S.K.	Amakusa Maru.
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TAKAO.

Mar. 1.-O.S.K.	Soshu Maru.
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SAIGON.

Mar. 5.-O.S.K.	Shisen Maru.
10.-A.L.	Glymont.
12.-M.M.	Portbos.
20.-A.L.	Like Onawa.
25.-A.L.	Cardetta.

BANGKOK.

Mar. 1.-C.N.	Chien Maru.
1.-C.S.N.	Choyang.
5.-O.S.K.	Shisen Maru.

SINGAPORE.

Mar. 5.-O.S.K.	Shisen Maru.
Apr. 3.-C.M.S.	Nile.
30.-C.M.S.	China.

PHILIPPINE ISLANDS, ETC.

MANILA.

Feb. 23.-S.D.	Apus.
Mar. 4.-C.S.N.	Loonshang.
19.-C.M.S.	Nankang.

INDIAN PORTS, ETC.

CALCUTTA.

Mar. 1.-C.S.N.	Kwongshang.
3.-N.Y.K.	Tokyo Maru.
14.-E.L.	Atsuo Maru.
20.-A.L.	Tanda.
20.-B.L.	Gregory Apar.

BOMBAY AND COLOMBO.

Mar. 9.-P.O.	Shen Maru.
11.-C.N.	Sato Maru.
17.-N.Y.K.	Pompa Maru.
18.-P.O.	Alipor.
26.-O.S.K.	Rayado Maru.
28.-P.O.	Indas Maru.
Apr. 11.-P.O.	Dunera.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

Mar. 7.-E.A.	St. Albans.
16.-A.L.	Shen Maru.
17.-N.Y.K.	Nikko Maru.
28.-N.Y.K.	Tango Maru.
Apr. 5.-E.A.	Eastern.
11.-C.A.	Victoria.
19.-N.Y.K.	Nikko Maru.

JAPAN PORTS.

Feb. 27.-P.O.	Dilwara.
28.-E.L.	Tanda.
28.-N.Y.K.	Yeboshi Maru.
29.-N.Y.K.	Muroan Maru.
29.-P.O.	Kyber.
Mar. 8.-N.Y.K.	Kitano Maru.
8.-E.L.	Gregory Apar.
8.-C.S.N.	Laisang.
12.-B.F.	Atreus.
12.-B.F.	Idomeneus.
18.-N.Y.K.	Nikko Maru.

18.-M.M.	Chien.
21.-E.F.	Epeneor.
22.-E.F.	Epeneor.
23.-E.F.	Epeneor.
24.-E.F.	Epeneor.
25.-E.F.	Epeneor.
26.-E.F.	Epeneor.
27.-E.F.	Epeneor.
28.-E.F.	Epeneor.
29.-E.F.	Epeneor.
30.-E.F.	Epeneor.

AMERICAN PORTS.

VANCOUVER.

Feb. 28.-O.S.K.	Africa Maru.
Mar. 1.-S.D.	Epeneor.
1.-N.Y.K.	Tokyo Maru.
15.-C.P.O.S.	Empress of Japan.
31.-C.P.O.S.	Empress of Asia.
Apr. 7.-C.P.O.S.	Montezale.
28.-C.P.O.S.	Empress of Russia.
May 10.-C.P.O.S.	Empress of Japan.
28.-C.P.O.S.	Empress of Asia.

VICTORIA.

Feb. 28.-O.S.K.	Africa Maru.
28.-S.D.	Epeneor.
Mar. 9.-N.Y.K.	Fushimi Maru.
11.-N.Y.K.	Tokyo Maru.
Apr. 20.-N.Y.K.	Kishima Maru.

SEATTLE.

Feb. 28.-O.S.K.	Africa Maru.
28.-S.D.	Epeneor.
Mar. 9.-N.Y.K.	Fushimi Maru.
11.-N.Y.K.	Tokyo Maru.
Apr. 20.-N.Y.K.	Kishima Maru.

TACOMA.

Feb. 28.-O.S.K.	Africa Maru.
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SAN FRANCISCO.

Mar. 7.-T.K.K.	Korea Maru.
13.-T.K.K.	West Ham.
19.-T.K.K.	Siberia Maru.
27.-J.C.J.L.	Tikembang.
30.-C.M.S.	Nankang.
Apr. 3.-T.K.K.	Tenyo Maru.
21.-C.M.S.	Nile.
27.-T.K.K.	Shinyo Maru.

PORTLAND.

Mar. 7.-A.L.	Pavet.
Apr. 4.-A.L.	Coatet.

LOS ANGELES.

Apr. 3.-L.A.P.N.	West Hika.
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VALPARAISO.

Via Japan, Honolulu, San Francisco.	
San Pedro, Salina Cruz, Balboa.	
Callao, Arica, Iquique.	
Mar. 13.-T.K.K.	Anjo Maru.
Apr. 9.-T.K.K.	Hayo Maru.
May 12.-T.K.K.	Saio Maru.

NEW YORK.

(Via Panama.)	
Mar. 2.-S.D.	Lancaster.
19.-B.F.	Swazi.
(Via Suez.)	
Mar. 2.-B.F.	Enrypylos.
6.-B.F.	Kentucky.
22.-N.Y.K.	Akita Maru.
24.-B.F.	Laertes.
Apr. 8.-B.F.	Kadabari.

SOUTH AFRICAN PORTS.

DURBAN AND CAPETOWN.

(Via Singapore, Breton Aires, Rio de Janeiro, Santos and Matanzas.)	
Mar. 13.-O.S.K.	Seattle Maru.

EUROPEAN PORTS.

BRINDISI, VENICE, & TRIESTE.

Mar. 8.-L.T.	Hungaria.
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MARSEILLES.

Mar. 13.-M.M.	Portbos.
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LONDON.

Feb. 27.-G.L.	Chien Maru.
28.-R.L.	Foyle.
Mar. 1.-R.L.	Telegas.
4.-P.O.	Kashgar.
8.-B.F.	Helenus.
11.-E.F.	Stenor.
11.-N.Y.K.	Helix.
11.-G.L.	Glenaville.
17.-H.M.T.	Pimalava.
18.-P.O.	Karmala.
18.-N.Y.K.	Shunko Maru.
18.-N.Y.K.	Mishima Maru.
20.-N.Y.K.	Mito Maru.
25.-P.O.	Kashgar.
26.-B.F.	Nicebow.
1.-P.O.	Nankin.
1.-N.Y.K.	Sado Maru.
1.-R.F.	Kashgar.
12.-R.F.	Kashgar.
15.-P.O.	Kashgar.
19.-R.F.	Atreus.
24.-R.F.	Epeneor.
28.-P.O.	Sondar.
28.-P.O.	Perth.
May 2.-P.O.	Nankin.
13.-P.O.	Nankin.
June 10.-R.F.	Anchises.
July 7.-B.F.	Telegas.

LIVERPOOL.

Mar. 4.-B.F.	Achilles.
12.-N.Y.K.	Tamta Maru.
18.-R.F.	Epeneor.
23.-R.F.	Right Garter.
Apr. 12.-B.F.	Idomeneus.
19.-B.F.	Ajax.
July 7.-B.F.	Telegas.

BANKS. ASIA BANKING CORPORATION (AN AMERICAN BANK)

CAPITAL U.S. \$ 4,000,000
RESERVE FUNDS U.S. \$ 1,439,000

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BRANCH: SAN FRANCISCO.

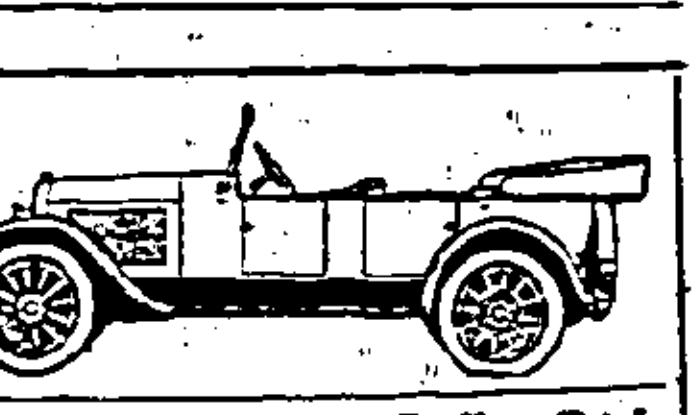
HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

HEAD BROKE OUT IN ERUPTIONS

Very Restless Nighs. Hair Fell Out. Cuticura Healed In A Month.

"I had my hair come out on the back of my head, and the following week they all broke out in sore eruptions of a wet nature. The irritation was so great I was bound to scratch, and it caused me to have very restless nights. My hair used to fall out something awful. I sent for a free sample of Cuticura Soap and Ointment. I bought more and in a month I was healed." (Signed) Miss Edith A. Budd, 11, Mead Lane, Chertsey, Surrey, Eng.



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New Cars for Hire & For Sale.
Private Cars garaged.
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HONGKONG STOCK EXCHANGE.

HONGKONG, 2nd FEBRUARY, 1921.

OFFICIAL QUOTATIONS 11 A.M.

Sterling Exchange 2/5 1/2 T. T.	
Hongkong Bank	\$78 b. 790 sa.
East Asia Bank	\$115 1/2 b.
Marine Insurance	
Canton Insurance	\$425 b.
North China Insurance	\$153 b.
Union Insurance	\$218 b. 230 sa.
Yong Sang Insurance	\$24 b.
Far Easterns	\$20 b.

FIRE INSURANCE.

China Fire Insurance	\$125 b.
Hongkong Fire Insurance	\$320 b.

SHIPPING.

Douglas	\$57 1/2 b.
H. K. Steamship	\$24 1/2 b. 25 sa.
Indo-China (Per) 250 b. L.R.	\$25 b.
De. (Per) 250 b. L.R.	\$25 b.
Shell Transport	\$100 b.
Star Ferry	\$24 b.
Refrigerators	
China Yarn	\$263 b. 263 1/2 sa.
Malabar Spun	\$60 b.

Mining.

Kallan Mining Adm.	\$95 b.
Langkai	
Shanghai Loans	Comb. 71 1/2 b.
Shai Explorations	
Paute	\$60 b.
Yong Sang Mines	\$21 b.
Yong Sang Mines	\$16 b.
Docks, Wharves, Godowns, etc.	
H. & K. Wharves	\$90 b.
W. & W. Docks	\$177 b.
Shai Docks	\$122 b.
New Engineering	\$22 b.

LANDS, HOUSES & BUILDINGS.

Central Estates	\$113 b.
Hongkong Hotels	\$189 sa.
Hongkong Land	\$128 sa.
Hongkong Properties	\$790 b.
Kowloon Land	\$394 b.
Land Reclamations	\$153 b.
West Point	\$50 b.

CORROS. MILLS.

Ewo Cotton	T 3 1/2 b. 400 sa.
Rank Yika	\$13 b.
Leun Kung Mills	\$13 b.
Oriental	T 13 b.
Shanghai Cotton	T 129 b.
Yong Sang Mills	T 24 b.

THE CHINESE MERCHANTS BANK, LTD.

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Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes	
8.00 a.m. to 9.30 a.m. " 10 "	
9.30 a.m. to 11.00 a.m. " 15 "	
11.30 a.m. to 12.30 p.m. " 15 "	
12.30 p.m. to 2.30 p.m. " 15 "	
2.30 p.m. to 5.00 p.m. " 15 "	
5.00 p.m. to 8.10 p.m. " 10 "	
NIGHT CARS.	
8.30 p.m. to 9.30 p.m. every 30 minutes	
9.30 p.m. to 11.30 p.m. " 30 "	
SATURDAYS.	
7.30 a.m. to 8.00 a.m. every 15 minutes	
8.00 a.m. to 10.30 a.m. " 15 "	
10.30 a.m. to 11.00 a.m. " 10 "	
11.30 a.m. to 12.00 p.m. " 15 "	
12.00 noon to 1.00 p.m. " 10 "	
1.00 p.m. to 5.30 p.m. " 15 "	
5.30 p.m. to 6.00 p.m. " 10 "	
6.00 p.m. to 8.10 p.m. " 10 "	
8.10 p.m. to 8.10 p.m. " 10 "	
NIGHT CARS as on Week days.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not at ready full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Note or by Cheque or Company order representing Bank Note.

JOHN D. HUMPHREYS & SON, General Managers.

A KWAI & CO.

12 & 13 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandlers, Coal Merchants, Sail-Makers, General Storekeepers, ASD
Soap and Soda Manufacturers.
Cable Adm. "AKWAI" Tel. No. 1288.

TAIYO & CO.

(JAPANESE)

BOOTS AND SHOES

MADE TO ORDER

No. 15, WYNDHAM ST.

EXCHANGE.

Bank, Wire	2 1/2-1
On demand	2 1/2-1
30 days sight	2 1/2-1
4 months sight	2 1/2-1
Credits, 4 months sight	2 1/2-1
Documentary 4 months sight	2 1/2-1
On Paris	11 1/2
On demand	11 1/2
Credit, 4 months sight	11 1/2
On New York	47 1/2
On demand	47 1/2
Credit, 60 days sight	47 1/2
On Bombay	190 1/2
Wire	190 1/2
On demand	190 1/2
On Calcutta	190 1/2
On demand	190 1/2
On Singapore	110 1/2
On demand	110 1/2
On Manila	110 1/2
On demand	110 1/2
On Shanghai	110 1/2
On demand	110 1/2
30 days sight (private paper)	110 1/2
On Yokohama	110 1/2
On demand	110 1/2
Gold Loan, 100 fine (per ton)	81 1/2
Overseas Bank's (saving rate)	7 1/2
Silver (800 fine)	7 1/2
SUBSIDIARY COIN.	
Hongkong 10 cents sub.	16 1/2
16	2 1/2
Canton coin	19 1/2
Bar Silver in Hongkong	9 1/2
Chinese Copper Cash	6 1/2
Chinese Silver	10 1/2
Rate of Native interest	8 1/2
Hongkong Sub. Coin	19 1/2
Hongkong Sub. Coin	per

ENTERTAINMENTS

Japanese Photographers:
Tel. 254. 8A, Queen's Rd. Central.